

venky in entering the China Sea will evoke a feeling of deep admiration among the Englishmen; and that he will probably use Cape St. James or Pulo Condor, off Saigon, as his coal-ing station.

THE RUSSIAN FLAGSHIP.

Osaka, 13th April.
Admiral Rozhdestvensky has transferred his flag to the cruiser *Aurora* (6,630 tons).

"LINCOLN" PRUDENCE.

Early yesterday morning, the new steamer *Lincoln*, of 1,650 tons, arrived from the South and anchored out of the Fairway beyond Stonecutters. She was boarded by a representative of the *Telegraph* with a view to glean information respecting the movements of the Baltic Fleet, but the journey across the harbour proved futile so far as gaining any additional news was concerned. The officers reported that at 4 a.m. on the 9th inst. in Latitude 24° 5' North, Longitude 105° 4' East they sighted twenty-two mast-head lights, and as it was deemed prudent to keep out of the way the ship's course was altered to the westward in order to allow the Russians to pass to the eastwards. At 6 to 10 a.m. the vessel was brought back to her course, the *Baltics* having passed to the eastwards and it daylight their presence could be seen only by smoke on the horizon. At 4.45 the following morning the *Lincoln* again sighted the fleet and for the second time changed her course. She was then in Latitude 5° 30' North, Longitude 106° 20' East. The ship was bringing up a cargo of rice for Japan.

THE FLEET OFF SINGAPORE.

Describing the passing of the Squadron off Singapore, the *Strait Times*, of the 10th inst., says that, looking up over the blue waters of the Straits, one could see the black spirals of uncountable funnels which signalled themselves afar off as burners of unbusinesslike soft coal. Nevertheless, though strategically wrong, these black pillars of soft coal smoke lent an air of pomp to these warriors of the ocean, who advanced under their own scowling canopies like veritable masters of the seven seas. To enhance the dramatic effect of the advance, the front line was composed of the four giant Hamburg-America liners recently purchased by the Russian Government. These monsters, whom "Greyhounds of the Atlantic" towered high above the sea-ideal marks for naval artists, but most useful with storeships to a big squadron. These gargantuan liners—the largest hulls that ever ploughed the waters of these Eastern seas—came up out of the white haze of heat that lay upon the waters and came towering down the Straits in the rigid majesty of weight and power; but as it happens, quite harmless save to merchant ships—their armament being too light to seriously affect any save the lightest warships. Behind them, on the far side near the Dutch shores, the cream of the second line were the two new second-class cruisers *Zemchug*, *Imurud* with two large but unimpressive transports. These two business-like-looking vessels, with their squat funnels and their fighting masts and *Varon* installations, could have pulled the four giants. The front line in half an hour. Behind them came more and still more transports, colliers, cruisers, and destroyers—the latter occasionally leaving their places in the lines and running hither and thither among the ships with messages. They were three and four-funnelled boats, low and snake-like—typical of the most venomous engines of destruction afloat. One battleship alone—the *Sissoi Veliky*—represented the first line of Admiral Rozhdestvensky's armament. Her younger and more powerful sisters were looked for in vain. The only other really big warships in the squadron (commanded by Rear Admiral Enckel) were the cruisers *Oleg*, *Admiral Nakhimoff* and *Dmitri Donskoi*—the latter looking like the exhumed relic of another generation, with her lofty square-rigged masts and her old-fashioned wooden-stocked anchors.

One beautiful clipper-hulled yacht cruiser was the *Almaz*, which was built before the war began, and was intended as the official yacht of the Viceroy of the East. It looked trim and grim—armed as a cruiser, yet spick and span as a pleasure boat. Will Admiral Alexoff ever sail in her? The question is open. Line after line, the ships passed by in serene majesty, the aspect of one great collier with four masts with the derricks out, being "quite warlike in its environment, though normally the half-lowered derricks would have suggested nothing but trade."

As the main body of the squadron crept down from the Straits, the advance lines faded away to the eastward and by the time that the hospital ship, *Orel*, white with a great red band around her, hove in sight, the others were hardly visible in the distance towards China. As they had taken nearly an hour to go by, this was not to be wondered at. Last of all came the splendid new cruiser *Oleg*, and she alone of all the 44 vessels stopped steaming for a moment. It was to speak the Tanjong Pagar launch which was flying the Russian Consular flag, and in which were M. Rudanovsky (Russian Consul) and his party. They had been waiting outside near the light-house since early forenoon, and when the fleet approached they had signalled. It presently a signal was flung back informing that a destroyer would call on them, and in a few moments one of those low grey boats was alongside, and M. Rudanovsky had handed over his despatches to the commander. The latter vessel was the *Bedov*—the only of the seven destroyers in the squadron of which the name was obtainable. She flew back to the flagship, and meanwhile the launch sailed up the series lines where M. Rudanovsky and Mr. Sticherbachoff hailed and spoke through the megaphone with many officers of the Russian Volunteer ships, cruisers and others whom they had known in Singapore in more peaceful times. Presently they arrived at the *Dmitri Donskoi*, of which M. Rudanovsky's brother, M. de Giers—a grandson of the famous Minister of that name—was a lieutenant. They sailed alongside with her for a little space, while brother and sister spoke, and then a message came inviting them to visit the *Oleg*, whose commander, Captain Dobrovolsky, is an old friend of the Rudanovskys and Mr. Sticherbachoff. She stopped her engines while the Captain spoke to them from the launch, and when they had in pull off, the whole ship company cheered the little craft and the first friends and nationals they had seen in the Far East.

Apart from this, no incident of any mark, whatever, occurred during the passage of the fleet through Singapore. The only craft that approached them seems to have been the Consul's launch and that of the *Strait Times* representative. Yesterday, another incident occurred, however, which had peculiar interest in the circumstances.

SAILOR FALLS OVERBOARD.

The French steamer *Amiral Niel* arrived, bringing with her a Russian sailor named Markoff, who had been picked up off Malacca, clinging to a piece of plank about three feet long by 9 inches wide and 4 inches thick. Markoff had fallen overboard from the *Admiral Nakhimoff* at 11 o'clock on Friday night, and was picked up at 11 on Saturday forenoon. He was then practically naked, having stripped himself in the water. For hours, he explains, he tried to swim into the zone of the squadron's searchlights, but failed. Then having stripped himself in the

water, he found the plank to which he clung until day-light, when he saw several Chinese fishing boats, whom he begged to rescue him. They all refused to save the man, and eventually the French liner came by and picked him up, bringing along also the morsel of plank to which he had been clinging for nearly 12 hours.

JAPANESE AT CAPE ST. JAMES.

The *Strait Times*, of 10th inst., understands that the Captain of the British steamer *Nedley* informed the officers of the *Radnorshire* that he saw four Japanese cruisers off Cape St. James. They appeared to be watching a Norwegian steamer which had floor and coal on board.

The U.S. destroyers *Chauncey* and *Berry*, and the transport *Alava* have been sent to patrol the waters in the vicinity of Parang, where the cruiser *Raleigh* has been for some time, and three more destroyers are being made ready to join them in southern waters to guard against any intonation of the neutrality of Philippine waters or territory.

ROJDESTVENSKI'S PLANS.

A San Francisco wire, of 12th inst., says that it is now believed that Rojdestvensky plans to effect a junction of the divisions of the Russian fleet. The squadron which appeared to be heading for the south of Borneo with the presumable intention of making the Macassar straits is now reported to have changed its route and to be directing a course north of Borneo. The route was intended as a diversion. Cape Padarang, about 150 miles north of Saigon on the Indo-China coast, is regarded as the probable point of junction for the Russian squadrons. The Japanese cruisers which have been patrolling the waters near Saigon for the purpose of guarding the interned cruiser *Diana* and reporting and capturing vessels with contraband, are reported to be heading south towards the probable line of approach of the Russian fleet. Japan has disclosed her base by announcing that the port of Kelung, on the northern end of Formosa, is closed to foreign ships. Naval critics predict an engagement in a week in the northern part of the China sea.

STEAMER "PHUYEN"

UNDER OBSERVATION.

Among the latest steamers arriving in the harbour from Saigon with a word or two about the *Baltics* was the French ship *Phuyen*, which had a good view of at least eighteen of the Russian vessels now moving mysteriously about in these Eastern waters, and from what she observed she is able to locate what would appear to be the pick of the fleet. When seen to-day by a representative of the *Hongkong Telegraph*, Captain Ducroiset, of the *Phuyen*, said he left Saigon on the 14th inst., with a cargo of rice and general merchandise for Hongkong, consigned to Messrs. Bradley and Co. When about 175 miles from Cape St. James, on the morning of the 15th inst., and passing the lower entrance to the Kamrah Bay, she sighted what was unmistakably a Russian torpedo boat. The little warship at once put from the Bay, and was immediately followed by another. Both of them approached the *Phuyen* together until they got within about a quarter of a mile when one went off to port and circled round the bows of the *Phuyen* and seemed to slow down to await the action of the other torpedo boat which had gone to starboard, and passing close under the stem of the cutter, to read her name, came up alongside on her starboard side. Thus the trio moved on. The *Phuyen* did not stop, nor was she signalled to do so, neither were any questions asked of her by the torpedo boats. After proceeding in this manner for half an hour the torpedo boats withdrew, but not before exchanging salutations between their commanders and Captain Ducroiset. They then made off at full speed to the point at the entrance of the Bay whence they had emerged. The *Phuyen* proceeded steadily on her course and as she passed the Bay she saw two other torpedo boats, apparently watching the northern entrance, while inside, about the centre of the Bay itself, was a very large battleship, and further in, and more to the north was what appeared to be a big four-funnelled cruiser. At the northern entrance is a small island and this again forms, with the mainland, another very sheltered inner bay. In there the *Phuyen* could see a number of battleships, cruisers, colliers, etc., and in passing was able to count eighteen, though it was believed others might have been inside the inner and more sheltered bay. All the vessels, said Captain Ducroiset, looked very clean, and not at all as if they were weather-beaten, and the torpedo boats were in any way obstructed by barnacles or other sea-growths. The captain added that there was a general appearance on board the vessels of a preparedness to leave the bay at a moment's notice.

S.S. "ISLEWORTH" AND THE HOSPITAL SHIP.

The S.S. *Isleworth*, which arrived to-day from Saigon, reports that she left that port on the 14th inst., for Hongkong, with rice, and was accompanied out of that port by the Russian hospital ship *Orel*, which remained with her until noon on the 14th inst., when they parted, the *Orel* going to Kamrah Bay. Passing that sheltered spot which has so suddenly become known to always everyone, the *Isleworth* sighted about 14 warships besides 15 cruisers, and could see the masts of others further inside the Bay. As she steamed passed the entrance, about one o'clock in the afternoon, a three-funnelled cruiser steamer out and signalled to know her name, nationality, cargo and destination. The *Isleworth* was not told to stop and did not do so, but simply replied to the signals, and her answers, apparently being considered satisfactory, the cruiser ran up flags indicating that she could proceed on her way. The warship then retired into the bay again, the *Isleworth* continuing her voyage to Hongkong, where she arrived with her general cargo and rice without further incident.

AT SAIGON.

It was expected that the Messageries Maritimes mail packet *Dumet*, which left Singapore for Saigon and Hongkong a week ago, would have some interesting news regarding the movements of the Baltic Fleet and the condition of affairs at the French port. When the steamer was boarded to-day and inquiries made of the officers and passengers there was scarcely any additional information to be gleaned. The former declared that they knew

nothing whatever about the fleet beyond the fact that a few Russian ships had been seen, while some of the passengers asserted that on entering the port 47 ships were seen and on leaving it, for Hongkong, on Saturday, only seven were noticed. A merchant, who travelled up from Saigon, was interviewed, and in the course of his remarks said that they were nearly as bad off for news of the movement of the fleet as people were in Hongkong. He did not place much reliance in the report of the recent sighting off the Anambas Islands, and said that he had heard nothing concerning the reported sighting north of the Natuna Islands. Questioned regarding the provisioning of the Russian ships, he stated that hundreds of tons of general provisions were lying in lighters in the Saigon river ready to be sent aboard of the ships some of which had been seen off the mouth of the river. He did not catch a glimpse of any Russian ship on the way up from Saigon, although he had a good view of the hospital ship *Orel* when she called in at the port a few days ago to take in a supply of provisions.

ON THE "OREL."

INTERVIEWED AT SAIGON.

In *Le Courrier Saigonais* of the 13th inst., a long article appears regarding a visit made to the Russian hospital ship *Orel* on the occasion of her visit to Saigon. The writer remarks that a great many sensational rumours have gained currency in Saigon, but that they were without foundation. It was reported that the Russian fleet filled with wounded had entered the river, but a visit to the *Orel* dissipated that idea. The *Orel* had called at Saigon in order to call; there were on board a number of sick, but the general condition of the staff and nurses was excellent. The *Orel* was constructed mainly from French contributions and therefore the interest of the French colony was correspondingly greater in the vessel.

Some of our compatriots, remarks the interviewer, have seen the *Orel* at Toulon, and they will understand that the vessel, as a hospital ship, is thoroughly up to date in every respect. On board, a French lady who is acting as a nurse was met, and the result is that the French writer was enthusiastic over the charms of his fair countrywoman. She was irritated, it appears, because she got undue prominence from the French press and in accordance with her desire she is referred to as Mlle. J.

The *Orel* is commanded by Commandant Moulouanov, a Caucasian, in whom was found all the qualities of the race. The principal medical officer, Dr. Zacharoff, assisted by Dr. Zogorianis-Kisim, and there is also on board a French medical man, Dr. Vania. There are twenty nurses attached to the vessel. The *Orel* contains 500 beds in 25 rooms. There were no wounded on the vessel when the French journalist visited her, but there was a number of sick sailors, most of whom were in the convalescent stage. The French nurse expressed surprise at the frequency with which appendicitis occurs, but the experience was that after operation speedy recoveries were the rule. The sick sailors looked, as the writer says, as if they did not find the regime of the *Orel* at all trying.

A Russian prince, who is travelling incognito, was met on board, but the name is withheld. The *Orel*, it was stated, will proceed on the route to China catching up the Baltic Fleet on the way. Asked regarding the fear of the Fleet, Mlle. J. said that the sailors of the Fleet were most enthusiastic. The name of the Admiral in the Russian language means "resurrection," which is taken to be an exceedingly happy augury. The constant thought of the crews is to achieve victory, and many of those on board are volunteers with the Fleet. The one aim of all on the *Orel* was to be present at a decisive victory for the Tsar, and they were confident that such would be their luck. The journalist adds that after the hypothetical stories of battles and so forth, it was satisfactory to find that there was no truth in these reports, that everything on the *Orel* was normal. Saigon, however, like Hongkong is full of rumours, everybody apparently taking a turn at the invention of news. The writer regrets that he is unable to give sensational story, but trusts that the exact and precise story he has to tell may be quite as acceptable.

The *Orel* took 900 tons of coal on board, but required no additions to the medical stores which are stated to be in excellent condition. A JAPANESE ON THE SITUATION.

A representative of this journal had a chat this morning with a Japanese gentleman whose remarks should certainly carry considerable weight. In the course of conversation he said that one of the most important questions at the present juncture is: How long are the Russians going to remain in this vicinity? Their presence here at this time is a menace to the world's maritime trade, and it must be stopped. If the fleet is to proceed towards Vladivostok then it is to the advantage of the Japanese to hold their hand until the Russians approach Japanese waters so that the inevitable naval battle may be fought as near home as possible, for many obvious reasons, not the least being that if a decisive engagement took place in these waters it would undoubtedly have the effect of paralyzing the international trade for which these waters are the world's highway, whereas if fought in Japanese waters the effect on the sea-borne trade would not be nearly so disastrous. In his opinion the Japanese will not wait long, and if the Russians do not soon make a distinct move to their reported destination, Vladivostok, Japan must destroy the menace and attack them wherever they meet, and fight to a finish. While the Russians might be superior numerically, he was confident that the Japanese had the advantage in seamanship, speed, and better classes of vessels. He paid a tribute to the Russians, and said there could be no doubt they were very brave, but at the same time, while the Japanese were fighting from pure patriotism and innate love of country, which drew the whole army and navy together as one man, what were the Russians—fighting for? Simply because they were told to do so, but with no personal, individual interest in the result to their country. That the Japanese had their informers, and were kept posted as to the Russians' movements, there could be no doubt, since they were able so successfully to keep well out of sight for so long. But he concluded, the next two or three days should bring about decisive developments, either as to the Russians proceeding straight towards Vladivostok, or as to the Japanese attacking them in this vicinity.

"SHIPS THAT PASS IN THE NIGHT."

One great difference between the Russian and the Japanese war-ships (says the *P.M. Gazette*) is that the former are always hugging the coast, or taking shelter in some port, whereas the latter are out and about, ever turning up unexpectedly when and where they are least expected. By means of scouts and wireless telegraphy, the Japanese Admiral can keep himself well informed, and the Russians' reception would be carefully prepared beforehand by these ships which appear and disappear mysteriously in the vast solitudes which are the waterways of the Pacific.

NO SIGN OF ITS WHEREABOUTS.

There is still a lack of precise news concerning the position of the Baltic Fleet. Vessels

arriving at Hongkong from the south report that they have seen nothing of the Fleet, while even the stories prevalent in the beginning of the week about flashlights appearing on the horizon have fallen off. Indeed, it would seem that the good old gift of spinning yarns, which was once the peculiar ability of those who go down to the sea in ships, has fallen into desuetude.

The P. & O. steamer *Chuan* arrived from Singapore this morning, but saw not the slightest sign of the Russians. The mailboat kept close to the coast during the greater part of the journey and passengers were in high hopes that they would be granted a fleeting glance at the squadron, but they were disappointed.

SIGHTED BY THE "TANGLIN."

Later.
The latest news of the Russians brought in by incoming steamers is up to date of the 17th inst., on the morning of which day the s.s. *Tanglin*, from Singapore, sighted a number of vessels which were unmistakably Russians, in Kumrah Bay. The s.s. *Tanglin* did not go close enough to see how many there were.

A rumour has been current to-day among the harbour boat men, and a certain section of the Chinese community interested in shipping, to the effect that the Baltic Fleet steamed past Hongkong during the dark hours of last night.

EXPORT OF COAL PROHIBITED.

A Government Gazette extraordinary was issued this morning with the following notification:—

It is hereby notified that the terms of the Proclamation made by His Excellency the Governor on the 17th November, 1904, under the Military Stores (Prohibition of Exportation) Ordinance, 1862, will henceforward be strictly enforced with regard to coal, except with regard to such bunker coal as shall be supplied to any vessel with the consent of the Harbour Master.

HONGKONG GOODS FOR THE BALTIC FLEET.

It has just transpired that on the 10th inst. a steamer chartered by a local firm left Hongkong with a cargo of coal, provisions and ammunition destined for the use of the Baltic Fleet. The captain received orders to sail on a certain route until he had lost sight of land and then he was to follow the sealed orders which were given to him. The vessel had 1,600 tons of coal on board and was also heavily laden with provisions and some ammunition. It is suggested that the tactics of the Boers, who imported cannon under the guise of pianos, was followed in shipping the ammunition. The vessel has not since been heard of, but it is likely to be back in Hongkong in a day or two.

NEWS FROM SINGAPORE.

When the *Iphigenia* was passing the Russian Fleet, she hoisted the Admiral's flag and gave the customary salute. This appeared to cause some observation amongst the Russians, and the *Oleg*, a cruiser, was detached and steamed near the British man-of-war, and kept her guns trained on her. The curious part of the story is that the muzzle tampons were all in their guns, so that if any attempt had been made to fire them, according to artillery experts, there would have been a few damaged guns on board the Russian. It was, of course, within the right of the cruiser to closely inspect the British warship, and make sure that she was not a possible enemy.

A JAPANESE SQUADRON.

The Blue Funnel steamer *Antenor* which arrived here this morning from Cebu, says the *Singapore Free Press* of 13th inst., reports that on March 24, while on the way from Yokohama to Manila she sighted the Japanese cruisers *Chilose* and *Kasagi* with the converted cruisers *Hongkong Maru* and *America Maru* cruising in the Balintang Channel between the island of Luzon and the Lieuchew Islands.

The *Antenor* also reports that when approaching Singapore yesterday she sighted five large warships at 4.30 p.m. coming through the Rho Straits. The ships appeared to be making for Singapore, but suddenly altered their course and stood to the North-east of the Horsburgh Lighthouse. Those on the *Antenor* could not distinguish the colours of the warships, which were grey-painted with two funnels each, but they say that the cruiser *Iphigenia*, which arrived here yesterday evening, passed quite close to the strange vessels and must have ascertained what they were.

A RECONNOITRING DESTROYER.

Last evening a destroyer came to the eastern entrance of the harbour had a look round and went away. It is supposed that she came to look for the *Ulinos* which is now detained here by the authorities with her 4,000 tons of coal. The Government require a bond from the Captain to the effect that the coal be delivered to the order of the British Consul at Saigon. A visit to the ship this morning ascertained that she had obtained permission to leave at 4 o'clock this afternoon.

The local steamer *Englin* from Hoihow reports having passed three Dutch warships off Rho.

COMING NAVAL CONFLICT.

THE RUSSIAN ARMADA AND ADMIRAL TOGO.

The following, though published three weeks ago (March 17) in the *Daily Telegraph*, contains much criticism that applies to the existing naval situation in the China Sea:—

We are on the eve, writes our Naval Correspondent, of further developments in the second stage of the struggle for the command of Far Eastern waters. Both the Russian and Japanese forces are again active. It is not certain what Admiral Rozhdestvensky's plans are—whether, as rumoured, he has been recalled or has left Malagay waters to meet Admiral Botrovisky with the first section of the third Pacific Squadron at Jibuti, or, again, has begun the last stage of his voyage to the desired haven—Vladivostok. He has got his remarkable fleet 100 miles on its journey, without, so far as is known, serious mishap. In view of the age and slow speed of some of the vessels, the large number of auxiliaries in his train, the difficulty of coaling and the character of the crews—hundreds of them now at sea for the first time, fresh from their agricultural pursuits Admiral Rozhdestvensky has amply justified his selection for the supreme command. Whether or not he is a great leader in war, he is certainly no mean organizer and commander in peace, and naval officers, who will appreciate the sea of trouble he must have experienced, will not fail to agree that he has done better so far than was thought possible. He has, indeed, made a world's record—no officer ever commanded such a fleet and took it so far. Of course in the past six months the assailing efficiency of his vessels must have

suffered considerably, and they must badly be put in dock, so as to have all the marine growths scraped off, and probably a crowd of mechanical defects, big and small, have accumulated. On the other hand, the crews will have shaken down, and their training in gunnery and torpedo work may, in the meantime, have been continued and their nerves rendered less "lumpy."

SECOND PACIFIC SQUADRON.

Ship.	Date of completion.	Displacement (tons).
BATTLESHIPS (7).		
Kniaz Suvaroff	1904	13,516
Alexander III	1904	13,516
Borodino	1904	13,516
Orel	1901	12,674
Osabla	1897	10,420
Sissoi Veliky	1895	10,206
Navarin	1895	10,206

ARMOURD CRUISERS (2).

Admiral Nakhimoff ...	1888	8,500
Dmitri Donskoi	1885	5,800

PROTECTED CRUISERS (6).

Aurora	—	6,630
Oleg	1904	6,675
Jemichug	1904	3,100
Svetlana	1897	3,828
Almaz	1903	3,285
Imurud	1904	3,100

The repairing ship *Kamshatka*, the hospital ship *Orel*, about twenty transports, five ships of the Volunteer Fleet, armed with quickfiring guns, seven destroyers, and eight torpedo-boats are with this squadron.

THIRD PACIFIC SQUADRON.

BATTLESHIPS (4).

Nicola I	1892	9,672
*Admiral Apraxine	1898	4,200
*Admiral Oushakoff	1895	4,126
*Admiral Sencavin	1895	4,126

*These last three ships can hardly be regarded as battleships, as they are very small and carry little coal.

ARMOURD CRUISER (1).

Vladimir Monomach	1885	6,061
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Several transports and small ships are also attached to this force.

It will be seen that when the Second Pacific Squadron and the first portion of the Third Pacific Squadron have joined forces, the Russian warships will be by no means despicable in numbers, as there will be about seventy vessels of all sorts and descriptions, each with a crew requiring food, each with hungry engines needing coal, oil, and water, each with a demand for stores of all kinds, and each, it may be safely assumed, with a tendency to give trouble in its mechanical department. It is a unique fleet to be at large on the seas. When the British Navy mobilised in 1885, after the Penjdeh incident, it was styled a menagerie of unruly and curiously assorted ships, and this is a description which exactly fits the Russian armada. It contains vessels of all kinds, practically all speeds, and of heterogeneous flag, log and mechanical equipment, which must complicate the supply of stores. Never has the world seen such a war fleet engaged in warlike operations before. It contains four magnificent battleships of great power in the *Suvaroff*, *Alexander III*, *Borodino*, and *Orel*, and the *Osabla* is also a good ship, but all the other armoured vessels are third or fourth-rate, and the three little so-called "Admiral" battleships, the *Apraxine*, *Oushakoff*, and *Sencavin*, ought never to have been permitted to venture outside the Baltic—so insignificant are they in all that contributes to fighting power. The last named may be practically disregarded, as owing to the small amount of coal which they carry, from 300 to 500 tons each, and their small sea speed of about 10 or 11 knots an hour, they not only add nothing to the force of the blow Admiral Rozhdestvensky might strike but are a drag on his progress, and the *Nicola I*, *Vladimir Monomach*, and *Admiral Nakhimoff* are so desperately slow that they must prove an encumbrance.

How do the rival forces compare? In units, the contrast is as follows:

RUSSIA. JAPAN.

Battleships	8	5
Armoured cruisers	3	8
Protected cruisers	6	18
Unprotected cruisers	0	10
Coast defence ships	0	2
Torpedo craft	15	93

The five Japanese battleships are older than the four new ones of Russia, but the important factor in the situation is the batch of eight modern armoured cruisers possessed by Admiral Togo, with thick belts, heavy guns, and high speed. Even of greater moment is the difference in the crews—the Japanese, with their fighting edge raised to a point of extraordinary keenness by victory, and the Russians with little training, no sea aptitude, and no knowledge of what are the excursions and alarms of war.

Admiral Togo can run no risks, and there seems no reason why he should do so. He can bide his time. Like a colossus, this little officer is astride the Eastern Seas, watching and waiting and warily laying his plans. In the past year he has made omelettes practically without breaking eggs, as he was told to do; the only eggs which have been broken have belonged to Russia. He must continue the same policy of cautious strategy, so far as his first fighting line is concerned, while to his small and less indispensable craft (because more easily replaced) freedom to take hazards and do and dare whatever promises success. His light cruisers have been flung out as far south as Singapore, and no doubt in the past six months flying bases in this vicinity have been formed, and coal and stores accumulated. There are many spots which would serve this purpose. By this time all the details of the measures to be taken to frustrate the Russians have been completed, and the world awaits the issue with confidence.

A SYMPOSIUM OF JAPANESE AND FOREIGN OPINION.

We give below some expressions of opinion as to Admiral Rozhdestvensky's intentions, together with some interesting observations by the *Japan Mail*, *Japan Herald*, and *Japan Gazette*.

The *Japan Gazette* makes the following notable calculations with regard to Admiral Rozhdestvensky's coal supply.—His stock of coals must be getting low, the run from Madagascar to Singapore representing more than 3,000 miles. It was estimated by the Russian press that the coal consumption of the fleet would be 3,100 tons daily (though it is difficult to understand the basis of this allowance) at ordinary cruising speed, and over 400 tons when lying in port. If the fleet has come straight from Madagascar without stopping at any point for coaling, it must have cruised since the 10th for 20 days, which would give a consumption of 62,000 tons. The largest coal capacity of one of the battleships such as the *Alexander III* is 2,000 tons and, taking her coal capacity at 14 lbs. with indicated horsepower of 16,000, we arrive at a maximum coal

consumption of 6,000 tons for that vessel alone in the 20 days or, in other words, she must have filled her bunkers from her colliers three times on route supposing she was at top speed, which is of course, unlikely. Nevertheless, despite the necessity of keeping in touch with her slower companions it must be remembered that the vessel would be fuel and her coal consumption proportionately increased. The proportion of coal consumed to the speed is not to be calculated on that of simple proportion, i.e., because a vessel uses 25,000 lbs. a day at top speed it cannot be calculated that she uses half that amount at half speed, for the proportion is very much less on the diminishing rate of inverse geometrical progression, and there is also the question of fullness to be considered. But it may probably be fairly considered that when these ships had reached the eastern side of the Indian Ocean they had at least about exhausted the contents of their bunkers. This brings us to the certainty that Rozhdestvensky cannot afford to delay before either seeking the enemy and engaging him or finding some temporary refuge. As to the Japanese plans, of course there is not the slightest indication, but there is every confidence that Admiral Togo has the situation well in hand.

INTERESTING SPECULATIONS.

The *Japan Mail* indulges in the following interesting speculations as to Admiral Rozhdestvensky's intentions, with special reference to the question of neutrality.—It is to be observed, that unless he means to fight he will be practically forced to find a port of refuge without delay. For with such a large squadron as he leads, he cannot possibly hope to conceal his movements. So long as the Japanese fleet was compelled to concentrate its attention upon Port Arthur, the Russian cruisers in Vladivostok were able to slip out secretly and prey upon commerce without encountering an enemy. But the whole of the Japanese fleet is now free. A cloud of vessels can watch the movements of Rozhdestvensky's numerous squadron and nothing seems less probable than that he should succeed in reaching Vladivostok without a fight. Besides, what would he gain by entering Vladivostok? He would be sealed up there even more effectually than his predecessors were in Port Arthur, and unless he emerged and fought he might as well be lying in some Baltic port. As to the theory that he intends to find a second Madagascar where he may await the coming of the third squadron, and where he may, if he can, come out to do battle, it may seem scarcely he said that any Power granting to him the hospitality of its ports for such a purpose will become, de facto, a belligerent. It is understood that the French Government has never admitted the presence of Rozhdestvensky's squadron in France's territorial waters. The theory was that his ships lay at anchor beyond the three-mile limit in some of the commodious bays formed by reefs abounding in those seas. Nothing of that kind is possible at Saigon. Unless a ship enter the river there is no safe anchorage, and thus the neutrality problem would immediately come to the front. It is incredible that France should openly violate her obligations in this matter, (having admitted them by construction in the case of Madagascar) and it is equally difficult to believe that the Russian Government has authorised its Admiral to forcibly violate Holland's neutrality. We are unable therefore to attribute any intention to Rozhdestvensky except the intention of fighting. It would be

A DARING STROKE.

If he seized a port actually within Japan's dominions—a port in Formosa or the Pescadores—a daring but a suicidal stroke, which need only be considered to be condemned. There remains but one hypothesis, far-fetched and scarcely tenable for a moment, namely, that Russia has put this menace into the field by way of facilitating peace negotiations. We observe that some publicists are disposed to adopt that idea. But the essence of such a plan would be the possession of a base where the squadron could lie safely, pending the discussion of terms. From that point of view its presence in Vladivostok might be of use. But Rozhdestvensky, for the reasons stated above,

CRIMINAL SESSIONS.

18th inst.
The April Criminal Sessions did not occupy the Court for long today, the Chief Justice (Sir Henry S. Berkeley) having disposed of the two cases before noon.

ROBBERY WITH VIOLENCE.

Committed by Mr. F. A. Hazeland, Ho King was placed on trial on the charge of committing robbery with violence, under circumstances already fully recorded in these columns. The jury after hearing the evidence found him guilty, and His Lordship sentenced him to two years' imprisonment with hard labour, and 20 strokes of the birch, to be administered within the first six months of his sentence.

GANG ROBBERY.

Tung Kung Fuk was arraigned on the charge of committing a robbery, with others not in custody, pulling a number of women in front of their houses. This case has also been fully recorded in these columns. The jury found him guilty, and his Lordship sent him to hard labour for five years, and ordered him to be given 24 strokes with the birch rod.

MARINE COURT.

LAUNCHES IN COLLISION.

17th inst.
W. Barnes-Lawrence, Esq., Marine Magistrate, an inquiry was held into the circumstances attending the collision which took place between the steam launches *Tong On*, *Pang Sam*, master, certificate No. 57, and the *Rising Star*, Cheung Shing Ki master, certificate No. 279, in the waters of this Colony, on the 12th inst. Mr. Cheung Kam Ching, owner of the steam launch *Tong On*, was present to watch his interests.

The master of the *Tong On* stated that on the 12th inst., at about 10 a.m., the boat he was in charge of and another launch, the *Rising Star*, left Hongkong from the same wharf, at Little Hongkong. He was leading while going through the Sulphur Channel, and rounded the point at West Point some 40 yards distant. The *Rising Star* overtook witness's launch and then crossed his bows. He eased his engines as there was no room to turn to port and struck the *Rising Star* just abait the port beam. The *Rising Star* continued on her way, but witness returned to Hongkong.

The master of the *Rising Star* stated that when making for Little Hongkong, the *Tong On* was on witness's port side. He posted his helm in order to round the point. The *Tong On* was never ahead of the *Rising Star*. A passenger in the *Rising Star* said that the launch left the wharf before the *Tong On*. She was leading until the collision took place. Another passenger asserted that the *Tong On* was never ahead of the *Rising Star*. *Pang Sam* said he maintained that his vessel was ahead at one time. —Cheung Kan, a passenger on the *Tong On*, said he was on the launch at the time of the collision. The *Tong On* left the wharf first, and was leading until the *Rising Star* passed them.

The certificate of the master of the *Tong On* was suspended for one month.

BODY DUMPING

IN HONGKONG.

18th inst.
Among the items of business transacted by the Sanitary Board this afternoon was the consideration of a table submitted by the Registrar-General showing the number of bodies found in the streets, harbour and hillsides during 1904. These showed:—Victoria 764, Kowloon 407, total 1,171. Of these 12.8% were, upon examination, found to be the bodies of patients dead from plague.

The Hon. the P. M. O. ministered.—The Board will learn from these figures that bodies are not thrown into the street because the persons have died of plague, for only twelve per cent of the total bodies found in the street have died of this disease. The fear of infection is not therefore the principal determining cause, it is not more probable that the desire to avoid funeral expenses may be at the root of the matter? No doubt many of the coolie class are here without relations, and when they die there is no one interested in their funeral obsequies, and the lodging-house-keeper or other householder disposes of the body in the cheapest manner possible, namely, by depositing it in the street.

Mr. A. Rumjahn ministered.—I don't think the cost of burial has had anything to do with dumping. Before plague measures were introduced, dumping had never been heard of. The Hon. the Principal Civil Medical Officer pointed out that of the bodies dumped in Victoria during 1904 more than 84 per cent were those of children under the age of ten years.

Mr. H. E. Pollock, Esq., ministered.—Very interesting. This affords a striking instance of how dangerous it is to theorize on insufficient data.

Mr. Lau Chi Pak ministered.—As far as I know the dumping of dead bodies is mainly due to the fear of the stringent measures adopted in former years. That fear has not yet been dissipated. The poor Chinese can always obtain coffins gratis from the Tung Wai Hospital to bury their dead, and send their sick before they die to that institution. It is therefore apparent that it is not done with the intention to avoid burial expenses. I hope, however, that the receiving houses, or branch hospital just started by the Chinese community will help to mitigate, if not entirely stop, this evil practice.

The Hon. the Principal Medical Officer, again ministered.—I don't see why the so-called "stringent measures" should have increased the number of bodies found in the harbour so greatly, as those regulations are not applied to the population at large, and it is to be presumed that most of those bodies found in the harbour belong to the boat population. I believe that economic reasons constitute an important factor.

The Hon. the Registrar-General submitted a table showing the following figures of bodies found:—

Now plague cases—1,239.

Found in their houses—573 = 46%.

Found in street, etc.—666 = 54%.

Plague cases—312.

Found in their houses—214 = 69%.

Found in street, etc.—98 = 31%.

CRICKET LEAGUE.

The following is the League table up to date:

Club	Played	Won	Lost	Drawn	Points
Craigengower	18	12	4	2	38
Kowloon	18	11	5	2	35
A.O.C.	18	11	5	2	35
H.K.C.C.A.	17	10	3	4	34
R.E.	17	8	5	4	28
H.K. Police	17	7	5	5	25
R.G.A. 3rd Co.	16	6	6	4	20
Civil Service	18	5	10	3	18
R.A. M.C.	15	4	11	0	12
Farmer's	0	0	0	0	withdrawn.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE NAVY ESTIMATES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—The Navy Estimates for the forthcoming year show that the battleship programme is the smallest recorded since 1895, when no battleships at all were laid down. Taking a period of four years, 1902-5, the battleship programmes of those four years were only ten ships, as against fourteen for the four years 1898-1901 and sixteen for the period 1894-7; so that the programme for 1905 is not only in itself exceedingly small, but it also follows upon a series of small programmes in 1902, 1903, and 1904.

In view of these facts, the question must be raised whether it is sufficient. And here it must be remembered that:

(1) Germany and the United States are laying down two battleships apiece, while in France a programme of two battleships is contemplated, though not as yet definitely sanctioned, and in Russia a very large programme (of sixteen battleships) is under discussion. If the two-Power standard is to be maintained in the naval programme of each year, at least four battleships should have been laid down by England. Nor is it reassuring to observe that Germany, a single Power, has laid down fifteen battleships in the past seven years against the British seventeen. The British advantage, against not a combination of Powers, but a single Power, in that period is only two in point of numbers in the most important class of ship.

(2) A large armoured cruiser and a number of destroyers belonging to last year's Estimates have been abandoned, though duly voted by Parliament—a remarkable departure, and surely a dangerous precedent.

(3) Thirteen battleships which figured as efficient in the 1904 official Admiralty return of battleships have been struck off the effective list, reducing the number of British battleships to the lowest ever recorded in the recent history of the Navy.

The Navy League is aware that the losses of the Russian navy in the Far East are added to justify the small battleship programme. But I would point out that the ships lost all belonged to the Russian naval force which was opposed to Germany in the Baltic, and the existence of which has at times been used in the past to justify the large German programme of construction. It is significant that the elimination of these six Russian ships was projected in 1900, when the German Navy Bill was passed, is being laid down in 1905. Further, Admiral Tirpitz has informed the Reichstag that a supplementary programme of six large armoured cruisers may be introduced in the course of the autumn. This announcement was made after the insignificant proportions of the British programme were generally known.

It is difficult to understand why, if Germany has not reduced her programme, but on the contrary increased it, England should seriously reduce her efforts to maintain her naval position.

"Battleships are the infantry and artillery of the sea in one," says the United States Secretary of the Navy in a recent memorandum dwelling on the absolute necessity of an ample force of these ships. The public should therefore understand that "infantry and artillery" are not being supplied to the British Navy in 1905 in the same proportion as they are being supplied to foreign navies. There is no escape from this dilemma: either we over-build greatly in the past or we are under-building to-day. But a long series of extracts from First Lord's speeches and memoranda could be produced, and will be produced if necessary, to prove that past Estimates only provided the minimum requisite for safety.

I am, Sir,
On behalf of the Executive Committee of the Navy League,
Your obedient servant,
WM. CAUS CRUTCHLEY,
Secretary.

The Navy League,
13, Victoria Street, S.W.
March 15, 1905.

"PUSILLANIMOUS SEAMEN."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—In yesterday's issue reference was made to the punishment inflicted at the Magistracy on sailors who declared they were afraid to proceed to Japan with a cargo of contraband. Many will agree with the tone of your article, because there can be no doubt that risk does exist. Because we do not know where the Baltic Fleet is, that is no reason why we should suppose them to be anywhere except in the direct line to Japan.

But that is not the point, on Monday two gangs of men from two different ships were sent to prison for three weeks because they refused to go to Japan. On Tuesday another gang of men appeared in court on the same charges and they were discharged. On Monday the Magistrate said there were reasonable grounds for their refusing to proceed. There is surely inconsistency in that. A couple of score of sailors have gone to prison because they believed there was risk in going to Japan. A day later the Magistrate is of the same opinion. If there was risk on Tuesday could it be said there was no risk on Monday? It seems to me that the men who were convicted on Monday have been badly treated, and if there is any justice at all His Excellency the Governor should exercise his clemency and allow the men to be liberated. The matter closely affects all seamen and should receive the attention of the Government.—I am, etc.,
SAILOR.

Hongkong, 19th April, 1905.

ALLEGED MANSLAUGHTER IN THE HARBOUR.

18th inst.
At about 7.33 p.m. yesterday, a coolie named Yung Yau, 19 years of age, in company with two young companions engaged a boat at Shaikwan West to go to Shaikwan. There were two women, two girls, and a man in the boat, and they agreed to take the men across the Bay. When half way across Yung Yau began to skylark with one of the girls, and as she resented his attentions, it is alleged, he pushed her into the sea, and she was drowned. The other girl and the coolies being unable to rescue her, though they all jumped into the water to try to save her. Yung Yau also jumped overboard, but as he could not swim he had to be rescued by his companions. A report of the occurrence was made to the police at Shaikwan, and Yung Yau is employed at Quarry Bay, was arrested. This morning Inspector Robertson placed him before Mr. F. A. Hazeland, at the Magistracy, charging him with manslaughter, and the case was adjourned.

It is rumoured in Tokio that the Government has under contemplation the monopoly of the salt and sugar trade, and that a Bill for the monopoly of one of the two will be introduced into the Diet during the next session.

CASE OF ANTHRAX.

18th inst.
At the Sanitary Board meeting (this afternoon), the Colonial Veterinary Surgeon submitted a report of a case of anthrax in the Kennedy Town Cattle Depot, on the 6th inst., which showed that the animal came into the depot on the afternoon of that day, along with eight others from Canton, and was found dead in the stall when the premises were opened the next morning by the inspector in charge. The infected animals have been put under observation, and the shed in which the block was found was washed and disinfected.

Mr. A. Rumjahn ministered: "I don't see why this should be dealt with confidentially. It is not in accordance with precedents. It is rather strange that it is not until deaths occur that cases are reported."

The Hon. the President ministered: "I have no objection to taking the paper publicly. The animal was only in the depot a few hours."

SCHOOL SPORTS.

18th inst.
In the presence of a large gathering of interested spectators, athletic sports in connection with the Hongkong schools were held at Happy Valley yesterday. H.E. the Governor was present and at the close of the competitions distributed the prizes. Dr. G. H. Bateson, Wright, the head master of Queen's College, thanked His Excellency for his kindness in attending the sports and giving away the prizes, and called upon the scholars for three cheers. These having been heartily given and acknowledged by Sir Matthew Nathan, the band of the Royal West Kent, which had been in attendance during the afternoon, brought the proceedings to a close by playing the National Anthem. The results of the various events, and the times which must not be taken too seriously, were as follows:—

Long jump.—For boys ranging between ten and sixteen. Li Pak Hin, 1; Walter Wong, 2; Y. Abbas, 3. Distance, 15 feet 8 inches.

100 yards handicap.—For boys from ten to thirteen. Ng Tat Ting, 1; M. Gochinco, 2; Lau Fuk King, 3. Time, 12 seconds.

100 yards handicap.—For boys from thirteen to sixteen. A. M. Saffid, 1; Y. Abbas, 2; Hung In Kwong, 3. Time, 11 seconds.

120 yards handicap.—For boys from seven to ten. A. Castro, 1; E. Marques, 2; A. Azevedo, 3. Time, 18 seconds.

One mile bicycle handicap.—Open to all ages. George Lee, 1; M. Souza, 2; J. C. Palmer, 3. Time, 3 minutes 19 1/2 seconds.

High jump.—For boys from fifteen to eighteen. G. V. Curram, 1; Walter Wong, 2. Jump, 4 feet 8 1/2 inches.

20 yards handicap.—Open to all ages. A. M. Saffid, 1; D. Soares, 2; Hung In Kwong, 3. Time, 24 1/2 seconds.

100 yards hurdle race (handicap).—Ten flights of 1 foot 6 inch hurdles. For boys from thirteen to seventeen. A. Ellis, 1; A. K. Rahman, 2; F. Vidal, 3. Time, 24 1/2 seconds.

High jump.—For boys from ten to fifteen. A. M. Saffid, 1; F. Vidal, 2. Height 4 feet 6 1/2 inches.

100 yards handicap.—For girls under ten. Poie Abong, 1; Kan Mui, 2. Time, 16 1/5 seconds.

100 yards handicap.—For girls over ten. Agnes Lee, 1; Winnie White, 2; Mable Long, 3. Time, 14 seconds.

Quarter mile handicap.—Open to all ages. G. M. Saffid, 1; Y. Abbas, 2; Si Shu Kan, 3. Time, 56 1/2 seconds.

Throwing the cricket ball.—Open to all ages. J. Chiu, 1; A. Tinto, 2; Louis Tinto, 3. Distance, 92 yards.

Half-mile challenge cup.—For boys from fourteen to eighteen. First prize, the "Chater Cup," presented by Sir C. P. Chater, Kt., C.M.G. To be won two years in succession before becoming the property of the competitor, A. M. Saffid, 1; Harry Brandt, 2; Hugh Anderson, 3. Time, 2 minutes 25 seconds.

Skipping race.—Open to girls only. Mabel Long, 1; Agnes Lee, 2; Winnie White, 3. 50 yards handicap.—For all comers under seven. A. Remedios, 1; F. X. da Silva, 2. Time, 8 seconds.

100 yards.—For Chinese boys over fourteen. Hung In Kwong, 1; Chan Tin Fuk, 2. Time, 33 seconds.

200 yards handicap.—Open to all ages. Hung In Kwong, 1; Hugh Anderson, 2; Albert Ellis, 3. Time, 1 minute 33 1/5 seconds.

Seven furlongs handicap.—Open to past pupils only. Sundrum, 1; E. Hagen, 2. Time, 4 minutes 31 seconds.

100 yards three-legged race.—Open to all ages. Daniel Soares and A. Rapito, 1; C. V. Curram and Yeung Chuk, 2. Time, 15 seconds.

100 yards egg and spoon race.—Open to all ages. Chan Tak Fak, 1; Y. Abbas, 2.

Two-mile bicycle handicap.—Open to past pupils only. J. F. M. Remedios, 1; A. H. Carroll, 2. Time, 6 minutes 35 seconds.

AN INTERESTING WEDDING

AT SHANGHAI.

An exceedingly pretty wedding took place at the Union Church, Shanghai, on 13th inst. between Miss Mabel Law and Mr. Percy Crighton. The service was fully choral, and the church had been beautifully decorated for the occasion, with a profusion of lovely white flowers and foliage. The Rev. C. E. Darwent performed the ceremony, and Mr. E. Hall presided at the organ.

The bride's dress was a lovely creation composed of white chiffon-satin, Chantilly lace, and Parma velvet, and she wore a tulle veil fastened with a wreath composed of orange blossom, myrtle, and white heather. Her only ornament was a diamond and pearl brooch, the gift of the bridegroom, and she carried a shower bouquet composed of lovely white exotics and asparagus ferns. She was given away by Mr. John Prentice, and Mr. Edmondson officiated as best man. Miss Minnie Law and Miss Ada Law, sisters of the bride, acted as bridesmaids. They were in pretty gowns of pale pink Ninon decorated with an exquisite white lace, and they wore wide brimmed picture hats composed of black tulle, trimmed with ostrich plumes.

Instead of the usual bouquet they carried big gaily muffs of pink velvet, and chiffon, trimmed with Parma violets, and both wore a diamond brooch, the gift of the bridegroom. There was no formal reception after the ceremony, on account of a recent family bereavement, but many of the friends of the happy couple, attended an informal reception at Yangtzeo Villa, the residence of Mr. Prentice, the bride's stepfather.

Mrs. Prentice wore a lovely gown of black Ninon over white silk, inset with panels of Chantilly lace, the bodice of which had a yolk and vest of cream lace, studded with tiny diamond buttons, and relieved with touches of heliotrope velvet. With it was worn a toque of black lace over white, trimmed with white Paradise plumes. Later in the afternoon Mr. and Mrs. Crighton left for the South where they intend to spend the honeymoon. The bride's going away dress was composed of brown fawn cloth, relieved with cream lace and pretty embroidery in which appeared artistic touches of orange, with which were white cloth that adorned back with cinnamon brown velvet, and trimmed with white ostrich plumes, and a scarf of orange crepe de chin.—*Shanghai Mercury.*

THE SITUATION IN MANCHURIA.

It is stated that the utterly destructive method adopted by the Russians in dealing with the railway north of Mukden contrasts markedly with their methods immediately after leaving Liaoyang while retreating towards that town from the Liaoyang Peninsula. Up to Mukden the injury inflicted on the line showed reserve: the Russians evidently looked forward to a time in the near future when they would recover the road and employ it once more for their own use. But northward of Mukden they took only of the most effective kind of wrecking, and the plain inference is that they have abandoned all hope of again moving southward, at least for many months.

The Asahi Shimbun publishes a telegram from the front saying that at the time of the Battle of Mukden a division of Russian troops, newly sent from Europe, was reaching Harbin. Japanese scouts report that these troops are moving towards Changchun, evidently to assist the retreating army. It is therefore inferred that the Russians contemplate some resistance along the Changchun-Kirin line.

Reports from the Hsiao-ching district through which General Kawamura's army marched, show that in the region between Samachi and Fushun the inhabitants seem to have suffered cruelly at the hands of the Russians. In most of the villages a large part of the houses were wantonly burned and over a hundred corpses of Chinese were found brutally murdered. Many of the people's homes also had been slaughtered. It is an old method of war to lay waste the country when retreating so as to embarrass a pursuing enemy. Some excuse may therefore be found for the burning of houses and the killing of horses. But to slaughter the peaceful inhabitants is more savage. Another page is thus added to the evil record of Russian deeds during this war.

On the south side of the Fushun-Mukden railway a great quantity of timber has been found. The interesting feature about this article is that its provenance is Hokkaido and it must consequently have been imported by the Russians for railway purposes before the war commenced.

Details now received show that the Russians defended Tieling with two divisions. The brunt of the attack fell upon one Japanese division, and the losses of the assailants were 700, those of the Russians being computed at over 1,000. No guns or waggons were taken. The enemy made his stand at a position of great natural strength. Some 5 miles south of Tieling runs the Fan River, an affluent of the Liao and nearly as large as the Hun. Between this river and Tieling the country is broken into a number of commanding heights, while from the south the approaches to the river are over a long and gradual incline completely exposed to fire from these heights.

Thus the place was ideal for defensive purposes, and the Russians had improved it by adding many well constructed divisions of their day of leisure. They stationed two divisions on the heights, and placed 20 guns in position at elevated points with 8 more on the plain. This constituted their line of defences. Originally the Japanese contemplated attacking with one brigade under Major-General Ishibashi but careful reconnaissance showed that such a force must prove insufficient. A second brigade was added, thus bringing the assailants to one division. The attack commenced at noon on the 14th of March, and by evening the Russians were dislodged from the Fan heights. In the accounts laying before us no particulars are given of the methods of attack or the quality of the enemy's resistance. All that we learn is that Major-General Umezawa advanced against the left, but we do not gather that there was any enveloping movement, nor do we find any explanation of the fact that such a splendid position was won with such ease. Probably the truth is that the Russians had lost heart, and that they knew themselves to be fighting a rearguard action. It will be remembered that telegrams from St. Petersburg spoke of this fight as an affair of great magnitude, and said that it had cost the Russians nineteen thousand men and 80 cannons. But that appears to have been a gross exaggeration. In Japanese official reports, at least in those published, no mention whatever was made of a fight; the affair was treated as a subincident of the Battle of Mukden. After being driven from their first line of defence the Russians made a feeble resistance on a hill lying south-east of Tieling, but on the 15th inst. the evening they abandoned this position also and applied themselves to smashing the railway and destroying the stores in Tieling.

It is stated that the Russian buildings at Tieling were on a scale scarcely inferior to that of Liaoyang, and that they had accumulated immense stores of coal, fire-wood and provisions. Most of the important buildings were destroyed by fire, only 80 of the smaller remaining intact. There was also great destruction of stores, but in this part of their work the Russians were not successful.

Mukden has suffered greatly at the hands of the Russians. The city within the walls is comparatively safe, but all parts outside this protection have been more or less devastated. The Russian officers who were taken prisoners at the same time as General Nakhamoff are said to be quite satisfied with the reflection that they would not have been beaten had not their armaments been surrounded.

Mr. Kurudo, the Nichi Nichi's correspondent, affirms that the first request preferred by the Russian prisoners everywhere was for food. They seemed to have been suffering something like starvation, and they eat ravenously everything given to them.

A Kanjo has been granted to the field-telegraph corps which kept up the communications between General Oku and the Commander-in-chief's headquarters during the Battle of Mukden. The document is given by General Oku, and judging from its language the work performed by the corps must have been something really admirable. Telegraphs and telephones are just as important elements of war in modern times as rifles and cannons.

General Kawamura's army is now known as the "Army of the Yalu." In a message of approval addressed to it by the Emperor, His Majesty uses that appellation. The message alludes specially to the terrible climatic conditions that the force had to encounter in the Yalu during the depth of winter. The feat was certainly one of extraordinary endurance. The men must have slept in the open most of the time, and how they ever won through to Fushun is a marvel. We can not tell the exact date of their landing in the estuary of the Yalu, but it was approximately the close of January, and between that date and the 28th of February, when they carried the Russian positions south Fushun, they must have suffered hardships without precedent in the case of an attacking army. Troops driven from their cantonments and compelled to retreat during the winter have often had to endure much, but the Japanese must have had extraordinary confidence in the quality of these men to whom the assigned such a task.

Any one who saw the men before they left Fushun would have felt that the confidence was justified, but when we remember that one of the factors of Russian hope was a belief in the inability of the Japanese to endure cold, it is seen how radically mistaken all outside estimates were.—*Japan Mail.*

THE YANGTZE INSURANCE ASSOCIATION, LD.

ANNUAL MEETING.

The fifteenth ordinary general meeting of the above Company, for which Messrs. Shewan, Tomes & Co. are the Hongkong agents, was held at No. 26, The Bund, Shanghai, on 11th inst.

The Chairman (Mr. J. M. Young) said:—Gentlemen, the report and accounts for the year ending 31st December, 1904, having been in your hands for some time may I presume, be taken as read. It affords your directors very great pleasure to submit these statements, showing as they do working accounts both 1903 and former years and for 1904 that bear out previous records of the Association. The balance to be dealt with under the former of the accounts is \$238,190.63 and as stated in the report is recommended to be distributed as follows, viz:—

To payment of a dividend of 20 per cent or \$12 per share \$ 96,000.00
To transfer to reserve fund 10,000.00
To transfer to reinsurance fund 10,000.00
To be carried forward 42,190.63

\$238,190.63
If you sanction this proposed allocation, the reserve fund will be raised from \$700,000 to \$750,000 and we shall also open a re-insurance fund with a credit balance of \$50,000 which we think will be an advantageous and convenient way of providing to a small extent for risks that may exceed the lines generally taken by our underwriter. Owing to our increasing business and the larger cargoes now carried by steamers we have often a good deal of re-insurance to arrange. Many other offices have adopted this plan and it seems to work satisfactorily. We hope to add to this fund year by year using it if necessary to meet any extraordinary claims or for equalising the dividends to shareholders. In the meantime, like the increase to reserve fund, renders the enlargement of the Association's capital, to the desirability of which I have referred at the two last annual meetings, less pressing, although that point must be kept in view should we continue fortunate enough to experience further expansion of business or should there be a considerable decline in the rate of exchange which would render it necessary to increase the capital of the association.

As regards the working account to 31st December, 1904 the net premium earned during the year amount to \$1,110,534.86 as against the preceding year \$ 899,819.47 being an increase of \$ 210,715.39

Early in the year we had some rather heavy losses but later on were more fortunate, so that the balance at credit of this account on the 31st December 1904 was \$623,364.95 against \$432,475.30 the year before.

The balance of \$623,364.95 includes an item of \$33,067.80 for interest earned and out of this your directors propose to pay a special dividend of 5% or \$3 per share, \$24,000; bringing the amount to be carried forward down to \$599,357.15. Although the losses and claims paid against the 1904 account are \$75,000 more than they were at this time last year against the 1903 account the liability for unexpired risks against the same is not exceptionally heavy and the amount carried forward should be amply sufficient to meet all claims and we trust will leave a good balance besides. Pending claims account former years are estimated at about \$13,000 more than they were last but as we carry forward \$21,906.63 against \$34,428.17 this should be amply sufficient. Of the \$166,133.55 due by agencies, premium in course of collection, and sundry outstanding on the 31st December 1904 \$315,000 have since been received. Your directors are also satisfied that the properties against which the association has made advances afford ample security. Exchange and investment fluctuation account.—The difference in the rate of sterling exchange on the 31st December 1904 when it was 2/5 1/2 and on same date 1904, taken at 2/4 or say a rise of 1 1/2 per cent, amounts to a great extent for the \$31,903.81 by which the credit balance has been reduced to \$5,809.48. Market depreciation in the date of the association's investment at the latter date account for the rest of the apparent loss, which is however considerably reduced if we calculate on to-day's quotations. Expenses.—The percentage of expenses to premium during 1904 was only 13.52 per cent, against 18.66 per cent, for the preceding year. We must bear in mind that a large proportion of the increased premium earned in 1904 was due to war risks so it seems doubtful whether the same amount of premium income will be long maintained, but when peace is happily restored we trust the great expansion of trade that it is natural to expect will follow, will afford us opportunities for fully participating in the benefit. In the new year 1905 we have not advanced far enough to justify and prophesying on my part, but we are content with the experience as far as it has gone. We are interested in the case of one or two vessels, seized by the Japanese government under pretext we hardly yet rightly understand, but having no reason to doubt that the government desires to act fairly and legally we hope for the best issues from the questions now before the courts. Under the circumstances it is not desirable to discuss the matter at this point. Provision has been made in our estimates in case of adverse decisions. The past year has been as you will readily understand one of constant care and heavy anxiety for Mr. Jackson. To have achieved the splendid results now laid before you entitles him and the other members of the staff, I think, to the thanks and recognition of shareholders. (Hear, hear.) Feeling that I shall be merely anticipating the general wish of the shareholders, I propose, with consent of my colleagues on the board, doing ourselves the pleasure of submitting a resolution before we separate to give them a bonus of not exceeding 20 per cent on the salaries paid to them during last year. (Hear, hear.) In conclusion I should like to acknowledge the valuable service of Mr. C. W. Wriggison and Mr. G. W. Gilbourn as directors of the association during the time they were on the board. Before putting the formal resolution to the meeting passing the report and accounts I shall be very glad to answer to the best of my ability and question any shareholders may wish to put.

There being no questions the following resolution was put to the meeting and adopted unanimously:—

Proposed by the chairman, seconded by Mr. Such:—That the report and directors' statement of accounts for the twelve months ending the 31st of December, 1904 be accepted and passed.

Proposed by the chairman, seconded by Mr. Skotowa:—That a dividend at the rate of 25 per cent, being \$15 per share on the paid-up capital of the association be declared, payable in full at exchange 75 on the 12th inst. at the Chartered Bank of India, Australia, and China or the Hongkong and Shanghai Banking Corporation, Shanghai, to shareholders as of record on the 11

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4827

號六十月三年一十三緒光

THURSDAY, APRIL 20, 1905.

四拜禮

號十二月四英港

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies:

TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
BOMBAY. NEWCHANG.
TIENSIN. LIAOYANG.
PEKING. DALNY.
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TAKEO TAKAMICHI,
Manager.

Hongkong, 29th March, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
G. H. Medhurst, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER: J. R. M. SMITH.

MANAGER: H. E. R. HUNTER.

LONDON BANKERS—LONDON AND SMITHS BANK, LTD.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 27th March, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2

per cent. per annum.

Depositors may transfer at their opti-

mal balances of \$100 or more to the HONGKONG

AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tsingtau, Tientsin.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

M. HOMANN, Manager.

Hongkong, 1st April, 1905. [25]

Insurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1905. [52]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$3,947,200
RESERVE FUND GOLD \$3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

UNION OF LONDON AND SMITHS BANK, LTD.
BRITISH LINEN COMPANY BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des-Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1906

SHANGHAI Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENSIN.
PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

4 1/2 " " " 12 " "

5 1/2 " " " 12 " "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent.

per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 1/2 per cent.

" " " 6 " " 3 1/2 "

" " " 3 " " 2 1/2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [24]

ALL SUFFERERS

FROM

NERVOUSNESS AND GENERAL

DEBILITY

SHOULD TRY OUR

NERVINE PILLS.

THEY stimulate and brace up the system

and act also as a First-class Tonic.

IN BOTTLES \$1.50.

THE PHARMACY,

54, QUEEN'S ROAD CENTRAL,

Hongkong.

Hongkong, 28th March, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI	CHUSAN	About 21st April	Freight and Passage.
	H. W. Kenrick, R.N.R.		
LONDON, &c.	SIMLA	April 22nd, Noon	See Special Advertisement.
	F. R. Summers		
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES	CEYLON	About 26th April	Freight and Passage.
	C. F. Lockstone, R.N.R.		

For Further Particulars, apply to

Hongkong, 17th April, 1905. [2]

L. S. LEWIS, Acting Superintendent.

Intimations.

LANE, CRAWFORD & CO.

PIANO DEPARTMENT.

L. C. & CO. SOLE AGENTS IN HONGKONG FOR:—

BRINSMEAD, STEINWAY, BROADWOOD,
COLLARD & COLLARD, CHALLEN,
DORNER, &c.

ALL Instruments imported by us are SPECIALLY SELECTED and made for this climate
—the CASES are constructed of SOLID SEASONED WOOD, and the internal mechanism
is made from the best materials only.

We have the longest experience in The Piano Trade of any dealers in the East, and are
satisfied that Pianos made at home are infinitely superior to any constructed by makers in the
East.

TUNING and REPAIRING attended to by experienced European Assistants.

LARGE STOCKS OF MUSIC and MUSICAL INSTRUMENTS.

LANE, CRAWFORD & Co.

Hongkong, April 10th, 1905. [34]



KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper,
and see that you get it.

Telephone
No 75.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 1st April, 1905. [17]

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES,
RACING AND CRUISING.

OUR MOTORS

For Reliability,
Durability,
Workmanship,
Lightness.
Estimates cheerfully given.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SONS, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

18, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [201]

Intimations.

Concentrated strength,

sustenance and energy—that's what Bovril is.
Bovril represents a perfectly scientific com-
bination of the stimulative and flavouring
features of meat-extract with the nutritive
properties of beef. Bovril is readily taken and
easily digested and assimilated by even the most
feeble constitution.



YEBISU BEER.

Per Case of 8 Dozen Pints - - - \$15.50.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 14th March, 1905. [136]

JOHN DEWAR SONS & CO., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.

SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [139]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [145]

ACHEE & Co.,

祥利廣

ESTABLISHED 1859.

FURNITURE

COMPLETE STOCK OF

HOUSEHOLD REQUISITES, &c., &c.

TELEPHONE 256.

Hongkong, 30th March, 1905. [142]

HONGKONG HOTEL,

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [126]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

Wm. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SUKUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,
Kasatsu, Nagasaki, Koshinetsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.U. and A.T. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujiyama, Hokoku, Honda, Ichimura, Kanada, Mameda, Matsoura,
Onoura, Otsu, Sasahara, Tsubakuro, Yoshinotsu, Yoshio, Yanokibara and other Coals.
S. MINAMI, Manager, Hongkong.

Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.
A Splendid New Lot of
Pretty

LAMP
AND
**ELECTRIC-
LIGHT
SHADES.**
Highest Grade
obtainable.

**DAINTY
TEA COSIES.**
**CHIC
TABLE COVERS.**

**ELEGANT
LAGE
BEDSPREADS**
with Pillow Shams
to match.

A Large Selection of
the Newest

**ART
GRETONNES
AND
SATEENS.**

**CUSHION
COVERS**
in large variety.

A range of Atkin's
Patent

**SAFETY
FILTERS.**

Newest Patent
WRINGERS

from \$8.50 to \$15 each.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONGKONG,
Hongkong, 19th April, 1905.

Intimations.

BANK HOLIDAYS.

IN accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 21st and 24th instant.

Hongkong, 20th April, 1905. [48]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

NOTICE is hereby given that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW (GOOD FRIDAY) and EASTER MONDAY, the 21st and 24th instant, respectively.

By Order, A. R. LOWE,
Secretary.

Hongkong, 20th April, 1905 [49]

KOWLOON BOWLING GREEN CLUB.

THE OPENING DAY OF THE SEASON will be held at the Greens in Austin Road, Kowloon, on SATURDAY, 22nd inst. at 3 P.M. SPOON COMPETITIONS will be played. Friends of Members are invited.

D. GOW,
Hon. Secretary.

Hongkong, 19th April, 1905. [494]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order, T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

WARRANTS will be issued on the 3rd May.

By Order of the Board, C. MONTAGUE EDF,
Acting Secretary.

Hongkong, 13th April, 1905. [473]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty-five per Cent. being Fifteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Tails at Exchange 73 at the Chartered Bank of India, Australia and China or the Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1905.

By Order of the Board of Directors, W. S. JACKSON,
Secretary.

Shanghai, 12th April, 1905. [489]

CHINA NAVIGATION COMPANY, LIMITED.

"SUNGKIANG" FIRE APRIL 29TH, 1904.

SHIPPER, Underwriters and others are hereby notified that the GENERAL AVERAGE STATEMENT will be closed on 15TH MAY 1905, and that all Claims not sent in to the Underwriter before that date cannot be included in the Statement.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th April, 1905. [485]

WANTED.

A TEACHER of ENGLISH and ARITHMETIC.

Apply at—THE H. SHING SCIENTIFIC AND INDUSTRIAL COLLEGE,
64, Queen's Road Central.

Hongkong, 19th April, 1905. [495]

WANTED.

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker.

JOHNSON, STOKES AND MASTER,
Hongkong, 31st March, 1905. [430]

NOTICE is hereby given that Mr. NG LI HING of the "GOH GUAN HIN" Hong, No. 208, Wing Lok Street, Victoria, Hongkong, Merchant, will not be Responsible for any Debt contracted by his Son NG KAI SUI, otherwise called NG CHAP NG, who is a minor of 17 years of age, and has no property whatever either in reversion or in expectancy. The Public are hereby warned against lending him money or contracting with him in any manner.

Dated the 15th day of April, 1905.

EWENS AND HARSTON,
Solicitors for Ng Li Hing.

Hongkong, 19th April, 1905. [480]

THE WISE MAN BUYS A "SINGER"; IT'S TRUE ECONOMY.

5 YEARS GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS—1, WYNDHAM STREET.

Hongkong, 31st March, 1905. [48]

AN AMERICAN VIEW OF GENERAL NOGI.

"AN EXEMPLAR OF TENDERNESS AND TERRIBLENESS."

The Tribune Weekly Review of March 11 contained the following notable appreciation of General Nogi, apropos of his share in the Japanese victory in the fighting round Mukden:

The present war has thus far not been lacking in the "splendid names" which the Laureate predicted of an earlier and lesser conflict. Both sides have won them, though not in equal numbers. Armies which win almost invariably gain more fame than those which lose. Moreover, there has been a deplorable tendency on the Russian side to deny or to de-troy such reputations for heroic achievement as Russian officers have had opportunity to acquire, while nothing of the sort has been known in Japan. So successful have Japanese commanders been that there is, of course, little room for criticism of their conduct. If there is any room at all, the criticisms are being patriotically withheld until some time when their publication can have no effect upon the progress of the campaign. For the present, Japan is unsolicitedly applauding a long list of her heroes on land and on sea. Whose name will stand highest when the final judgment is cast, we may not yet declare. But thus far for simple personal heroism nobody appears to surpass the veteran hero of Port Arthur, General Nogi. Consider his career. He was commissioned by the Emperor to take Port Arthur, the "impregnable" fortress which he had taken by storm from the Chinese ten years before. He went thither, to work and to fight, largely unobserved by the world, for the limelight of publicity was turned upon the fleets, and upon Kuroki and Kuropatkin in their desperate duel at the north, rather than upon him and his sappers and miners and forlorn hopes. He went into the campaign with his two sons and his nephew—the only men in the world who could inherit his name and title. One son was killed at Nanshan. The other died at High Hill. In a third conflict the nephew was killed. They say that Nogi smiled when he heard the news, and instead of lamenting his own loss congratulated his soldiers upon the victories they had won. "God took my sons," he said to a friend one day, "in order that I might be better able to sympathize with my countrymen who are likewise bereft, and so that I may be the better answer to the souls of the many brave men whom I am sending to their graves." But now and then, when he supposed he was entirely unobserved, the white haired veteran would bow his head and sob as if from a broken heart. The Emperor meant to pay him the beautiful compliment of making him the guardian of the Prince Imperial's three little sons. But first there was other work to do. So with his war-worn veterans Nogi was hurried from Port Arthur up to Mukden, where we are told he hurried himself like a thunderbolt upon the Russians. Beyond question it was he and his men, with their cry of "Make way for us! We are from Port Arthur!" that more than any others staggered and shattered the Russian legions.

The world has heard a great deal of late about the Japanese spirit. Exploiters of the "yellow peril" have rung the changes upon the "essential barbarism" of that amazing people. It may be so. But there are those who will say that if such men as Nogi are exemplars of barbarism, that is the sort of barbarism we want. To most his career looks like that of a hero who would be an adornment and an honour to any race, and of whom the world may learn much in both tenderness and terribleness; as it may also learn great lessons from the whole Japanese establishment in military sanitation and in the art of scientific war.

RETRAITING WITH KUROPATKIN.

A RUSSIAN WAR CORRESPONDENT'S GRAPHIC DESCRIPTION.

THE AGONY OF DEFEAT.

The distinguished Russian War Correspondent, M. Nemirovitch Danchenko, has sent to the *Russki Slovo* the following account of the retreat of Kuropatkin's Army after the battle of the Shaho:

"I remember this retreat as a nightmare. From the strategical point of view, it was something unheard of, something incomparable. To lead back an army after such a battle without confusion, to withdraw 70 kilometres in a state fit to begin a new battle—there is some merit in that. I believe it willingly; not only do I believe it, but I know it. As far as I am concerned, the retreat was not unforeseen. On the 16th I had seen the Commander-in-Chief in his car. He was calm as ever, but there was a deep frown on his brow, and in his eyes could be seen a look of anguish, together with a look of firm resolve. 'One of these days,' he seemed to say, 'we are going to try to beat Kuroki.' 'If I succeed in carrying out what I have planned the defeat of the Japanese is imminent, but in' such undertakings a detail may often upset everything; the whole army must be ready as one man to receive the enemy, everyone must do his duty as he can, and then victory will be ours. If that is not done we must retreat.'"

"And it happened that such a detail did occur. One division gave way, and the plan so admirably thought out failed. All did not do their duty; not all. And recalling those days I have not the heart to accuse the unfortunate men of any specific regiment. Soldiers are everywhere the same. It is the officers who make the regiments or divisions. 'And then I cannot forget my conversation with the Siberian troops, who fought admirably, but had no idea why they were fighting. Yet, it is under an impression painful indeed that we fell back on Mukden. Nerves are completely shattered; the men start and become uneasy

for the least thing. Hill and dale remain in the power of the enemy. We say farewell to them while we urge on our exhausted steeds. Without exaggeration, one has a veritable craving for sleep, for forgetfulness, for the loss of conscience and memory. Riding past the mute witnesses of the horrors which had just happened, past the dead bodies lying all along the road, we envy those who are already blind and deaf. For them no more defeat, no more torment, no more hopes doomed to disappointment, no more need to write home descriptions of our shame, finding some explanation for it to allow those who are dear to us to accept our retreat.

"Mukden is ankle deep in mud. It is a pestilent ocean, where, like unhappy ships, are to be seen strange and clumsy vehicles—kitchias—drawn by men. And at the moment I hated the two-wheeled instrument of torture. The ocean of mud was to me a hell, and I felt a hatred of the unfortunate Chinamen dropping with fatigue. We bit our lips and went whither we could. We stretched ourselves out for a deep sleep, from which we awoke with the horrible thought, 'We have retreated again!' and then began once more the sorrowful probing of one's moral wounds. Comrades were awakened to continue the bitter, violent argument, almost a quarrel, well knowing that each was longing to burst into tears with a full knowledge of the situation.

"I really did not expect a decisive victory, at all events I had my doubts, but it seemed to me nevertheless as if something terrible and unforeseen had struck my heart. One sought consolation in all sorts of reasons; saying that Russia, beaten before Sebastopol, awoke to a new life, that the French became freer, richer, stronger and wiser after the German invasion, but it is not at all the same sort of thing to argue theoretically, and to see one's suppositions materialized in facts and persons. We cannot witness emotion unmoved, the sufferings of the soldiers irresponsible for the retreat, their torments, and the triumph of the enemy. Yes, it is by no means the same thing to gaze upon the action from a sheltered nook and to be oneself in the furnace, where even a soul of steel would be moved."

STRANGE ADVENTURE OF AN AMERICAN MILLIONAIRE.

MARRIED WITHOUT HIS KNOWLEDGE.

New York, Jan. 9.—Married three weeks ago, Mr. Brodie Duke, the millionaire half-brother of Mr. James Duke, the president of the American Tobacco Trust, was to-day committed to a sanatorium for mental troubles, his affection being diagnosed as alcoholic dementia, and sensational charges are being brought against his bride by his relatives.

Mr. Duke married a Miss Alice Webb three weeks ago, yet he says he has no recollection of the marriage. The bride first met Mr. Duke as the result of an advertisement. She is a remarkable woman, and has promoted companies and engaged in the stock brokerage business.

Mr. Duke was taken to hospital here on Friday night, suffering from alcoholism. The hospital authorities found securities to the value of \$12,000 in his clothes, and handed them to the municipal authorities declaring that Mr. Duke was mentally incompetent to protect his own interests.

The relatives of Mr. Duke appealed to the district attorney to place him in a sanatorium away from the influence of his bride. She is fifty years of age, and Mr. Duke, who is eight years her senior, obtained a divorce from his first wife a year ago.

His second marriage was unknown to his relatives, who allege that it was the result of a conspiracy, and that Mr. Duke was drugged. The bride denies these charges.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 1 to 3/16
Do. demand 1/10 1/2
Do. 4 months' sight 1/10 1/2
France—Bank T.T. 2.32 1/2
America—Bank T.T. 45
Germany—Bank T.T. 1.89 1/2
India T.T. 138 1/2
Do. demand 138 1/2
Shanghai—Bank T.T. 72
Japan—Bank T.T. 90 1/2
Java—Bank T.T. 11 1/2

Buying.
1 month's sight L/C. 1/10 1/2
6 months' sight L/C. 1/10 1/2
30 days' sight San Francisco & New York 45 1/2
4 months' sight do. 45 1/2
30 days' sight Sydney and Melbourne 1/10 1/2
4 months' sight France 2.36 1/2
6 months' sight " 2.38 1/2
4 months' sight Germany 1.94
Bar Silver 20 1/2
Bank of England rate 2 1/2 %

OPIMUM QUOTATIONS.

Today's quotations are as follows:—

Malwa New @ 1,140
" Old @ 1,180
" Older @ 1,250
" Oldest @ 1,350
Patna New @ 1,180
Benares New @ 1,155
Peshaw (Paper) @ 780/510

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 20th September, 1904.

Entertainment.

ST. PETER'S CHURCH.

A RENDERING OF
STEINER'S CRUCIFIXION
will be given at the above Church,
TO-MORROW,
the 21st instant, commencing at 8 P.M.,
by the Choir,
Assisted by a number of friends.
Collections for the new Organ Fund.
Hongkong, 20th April, 1905. [493]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,
the 26th April, 1905, at Noon, at the Sam Yick Coal Godown, Mong-kok-tau,

ABOUT 1,200 TONS
KAIPING COAL,
(half Lump and half Small).

A Steam Launch will leave Blake Pier at 11.30 A.M. to convey intending purchasers.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 19th April, 1905. [492]

PUBLIC AUCTION.

THE Undersigned have received instructions from P. A. SCHLUMBERGER, Esq., to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,

the 26th April, 1905, at 2.30 P.M., within his residence, "Lyc-mun," The Peak,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
THEREIN CONTAINED,

Comprising:—
TEAKWOOD EXTENSION DINING
TABLE, WHATNOTS, BRUSSEL'S CARPET,
TEAKWOOD WARDROBES with GLASS,
TEAKWOOD BOOK-CASES, SINGLE IRON BEDSTEPS, BLACKWOOD CURIO STANDS, STOOLS, DINER SERVICE, COOKING STOVE,
&c., &c., &c.;
ALSO
One set of French-made BED ROOM FURNITURE.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 18th April, 1905. [486]

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to sell by
PUBLIC AUCTION,
ON
WEDNESDAY,

the 26th day of April, 1905, at 3 P.M., at his Sales Rooms.

The following
VALUABLE LEASEHOLD PROPERTY,
situate at Victoria, in the Colony of Hongkong,
viz:—

All that PIECE or PARCEL of GROUND situate at Victoria aforesaid registered in the Land Office as INLAND LOT No. 1666. Area 689 square feet. Term 75 years. Annual Crown Rent \$11.00 together with the message thereon, known as No. 8, Po Hing Fong.

For further particulars and conditions of sale, apply to—
JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to
GEO. P. LAMMERT,
Auctioneer.

Hongkong, 13th April, 1905. [472]

PUBLIC AUCTION.

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by
PUBLIC AUCTION,
ON
FRIDAY,

the 28th April, 1905, at 2 P.M., within his residence, "Glenshiel," The Peak,
THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,
Comprising:—
TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, TEAKWOOD SIDE-BOARD with BEVELLED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET, TEA TABLES, MARBLE-TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS-MOUNTED BEDSTEPS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS and BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c., &c.;
ALSO
One COTTAGE PIANO, by M. F. Rachals & Co., Hamburg, One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London;

AND
A Large Assortment of PLANTS in Pots.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th April, 1905. [477]

LEVY HERMANOS.

Diamond Merchants, Jewellers and Watchmakers.

EASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS" guarantees given to every purchaser.

4, QUEEN'S ROAD,
Watson's Building.

Hongkong, 15th April, 1905. [477]

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

Nothing but praise has been received from those who have had it.

No PRESERVATIVE OF ANY KIND IS USED. THIS IS ABSOLUTELY GUARANTEED. Fuller particulars, prices, booklets and samples on application.

SOLE AGENT:—
H. RUTTONJEE,
5, D'Aguiar Street, Hongkong.

Hongkong, 19th April, 1905. [58]

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the *great* fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION have always acted on very different principles.

Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

THE REAL THING AT LAST.

FUSSELL'S PURE RICH THICK CREAM which, by the bye, is always known by the "GOLDEN BUTTERFLY" on the tin, keeps excellently anywhere and everywhere. When opened, it is as fresh and sweet as though it had just been skimmed from the freshest dairy milk.

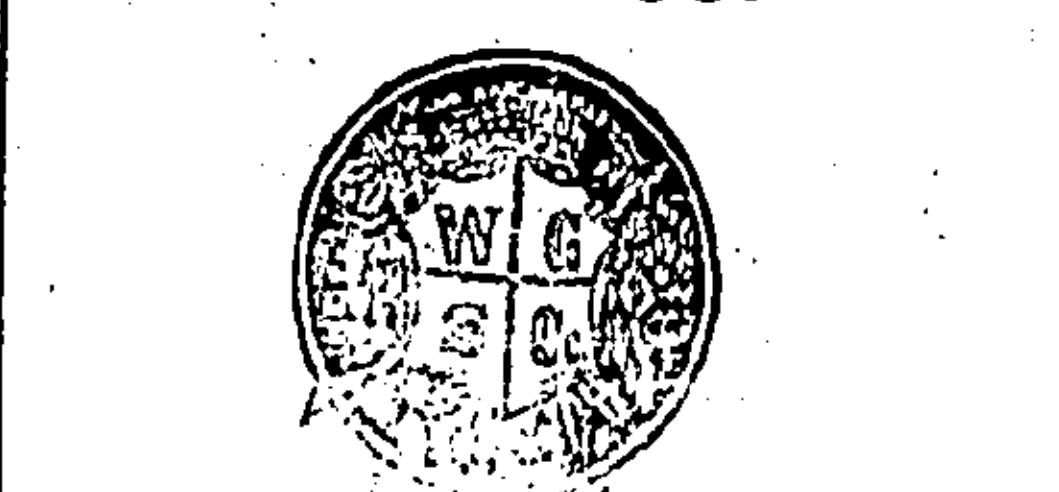
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SOLE AGENT:—
H. RUTTONJEE,
5, D'Aguiar Street, Hongkong.

Hongkong, 19th April, 1905. [58]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

GUINNESS'S STOUT.

"THE CELEBRATED PIG BRAND STOUT"

is the Finest Bottling of Guinness's Stout.

"THE CELEBRATED PIG BRAND STOUT"

is the very Finest Stout brewed by Messrs. A. Guinness, Son & Co., Dublin.

"THE CELEBRATED PIG BRAND STOUT"

is not medicated nor chemicalized.

"THE CELEBRATED PIG BRAND STOUT"

Consumers wishing to drink perfectly pure Stout of the very finest quality should drink Pig Brand Stout.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is better bottled, better packed, and has stronger packages than its rivals.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout gently assists digestion.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is a food as well as a drink.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout may be recommended by medical men to their most delicate patients.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout has been celebrated for thirty years in the leading Colonial and Foreign Markets.

"THE CELEBRATED PIG BRAND STOUT"

Pig Brand Stout is only slightly higher in price than other bottlings of Guinness's. Per cask of 8 dozen pints \$24.00

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S CELEBRATED

E

BLENDED

A WHISKY OF GREAT AGE MATURE, MELLOW AND FINE FLAVOUR

A Blend of the Finest Pure Malt Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co., LIMITED,

Hongkong, 1st April, 1905.

Gregory

WINE AND SPIRIT MERCHANTS, HONGKONG.

34, QUEEN'S ROAD CENTRAL.

FIRST FLOOR.

(Wm. Powell & Co's old premises.)

SANDEMAN BUCK & CO'S SHERRIES.

per dozen. quarts.

Sandeman's Light dry Sherry 1/2 0/0

Sandeman's Very pale dry Sherry 2/0 0/0

Sandeman's Dry pale nutty Sherry 2/6 0/0

Sandeman's Fine old brown Sherry 3/0 0/0

Absolutely the finest obtainable in Hongkong.

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 3rd December, 1904.

NOTICE. All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee Street East, and should be accompanied by the Writer's Name and Address. Ordinary notices—communications should be addressed to The Manager. The Editor will not undertake to be responsible for any original MSS., nor to return any Contributions. SUBSCRIPTION RATES (IN ADVANCE). Daily—\$1.00 per annum. Single Copies—\$1.00 per annum. The paper is published daily except on Sundays and public holidays. The price of the paper is 1/6 per copy. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies—1/6 each. Weekly, 1/6 each. (See column.)

BIRTHS. On 19th inst. at No. 2, Century Crest, Kennedy Road, Hongkong, to Mr. and Mrs. E. W. O'NEILL, a daughter. On the 9th April, at St. Andrew's Rectory, W. R. SMITH, a daughter. On the 12th April, at St. Andrew's Rectory, 275, Seaview Road, Singapore, the wife of GEORGE G. JAMES, of a daughter.

The Hongkong Telegraph. HONGKONG, THURSDAY, APRIL 20, 1905.

JAPAN AND FRENCH NEUTRALITY. No disinterested spectator can deny that there is much force in the Japanese protest against the alleged violation of the rules of neutrality by the French authorities in Indo-China. Since the Baltic Fleet passed Nagasaki it has been variously reported as being on Kamoh Bay and sending out scouts to intercept passing merchant vessels. During the last day or two it has disappeared from sight, but few would argue that it is beyond the ken of the French Colonial Government. Japan holds that the French have deliberately concealed the presence of the Baltic Fleet, but that is rather a strong assumption in view of the fact that it has been known to the whole world that the Fleet was temporarily stationed at Kamoh Bay, and that it was replenishing its coal and provisions stores. Where the Japanese have a distinct grievance is in their allegation that the French have allowed the Russians to make kamohs for the coast, at least at a time at which they can refit the Fleet preparatory to the run to Vladivostok. Naturally the French have a soft side towards their friends and allies, and would be deemed a distinct breach of neutrality conditions might be overlooked and forgotten where the Russians were concerned. But the same argument applies to Britain in a manner, for while no attempt has previously been made to justify the operation of coal and other articles of contraband, no sooner does the Baltic Fleet appear at these waters than a proclamation is issued restricting the free operation of coal, and the obvious reason for which is to protect all shipping vessels communicating with the Baltic Fleet. Whether France deliberately or negligently concealed the position of the Russians is a matter for question. The Commercial French press has certainly not been complimentary where the Baltic Fleet was concerned, but on the other hand, if the Fleet did occupy Kamoh Bay for a short space of time that is hardly reason for saying that the French are playing a double game. The French intention to the Japanese on questions is decidedly straight. It is to be regretted that the Baltic Fleet has been seen within the three miles limit, and the Treaty calls for grounds that the rules of neutrality have been violated. There is nothing more difficult than to prove that a breach of neutrality has occurred. There are two parties—the neutral and the friendly belligerent. As a guardian—who are keenly interested in proving that no breach has taken place. The other belligerent is in the position of a hostile witness whose evidence must be sifted to the bottom. Then again, in this case, Japan is in the peculiar position of being no party to the Treaty under which the conditions of neutrality were defined. It is, indeed, held that France is not bound by the precise rules governing other nations in this respect, but that is a point which may be waived for the present. The fact that Japan's leaders of opinion should seriously suggest that because an alleged contravention of neutral principles has taken place, the co-operation of Great Britain, under the terms of the 1854 Treaty, should be asked, shows how deeply Japan feels on the subject. But it is not only on such a small claim that France has, willingly or otherwise, broken the neutrality conditions, the grace and finesse of our French neighbors, and the power of the *entente cordiale*, should bring them out of the corner without difficulty. Japan may be legitimately indignant at the complacency of the French authorities in extending even the slightest assistance to the Russians, but none will for a moment believe that such a consideration would serve to irritate Great Britain in the war. It would be an unfortunate day when such a catastrophe occurred, and we do not believe it is likely to be brought about by such

a question as that which apparently agitates Japan. The fact is, probably, that Japan is anxious to see a meeting between Togo and Rodzestvensky, and until the latter comes into the open the nervous tension of the people will be strained to the uttermost. The time is fast approaching, however, when the clash will come, and then minor questions will be relegated to the winds, and forgotten in the larger results involved.

THE WARNING TO HONGKONG JUNKS.

It would be interesting to know how far the skippers of Chinese junks in Hongkong waters are aware of the orders issued by the Harbour Master in connection with the proximity of the Baltic Fleet. Captain the Hon. L. A. W. Baines-Lawrence, R.N., has issued a notice warning junks to keep their lights well displayed in order that the boats may not be mistaken for torpedo boats. The tragedy in which the Hull fishermen suffered is, of course, responsible for this notice, and however ludicrous it may seem that junks should be warned that they may be taken for hostile ships, the order is absolutely necessary. The question is whether the junks will bear of the order or understand it. The majority of Chinese in Hongkong have a very clear idea of the progress of events. They are kept informed by the newspapers of what has occurred, and they are not likely to be misled by false stories. But the Szechwan population of Hongkong is not a reading people. Whatever scraps of information they may glean are obtained from common chatter among themselves, which is hardly likely to be of much value. And when they hear that they are expected to keep their lamps trimmed, like the wise virgins, they are just apt to mistake the meaning of the caution and prepare themselves for nights of gloom. It is hardly likely that there will be a recurrence of the Dogger Bank incident, but of course, the possibility exists, and if the Russians were in a state of nervousness on their passage through the North Sea, it is to be presumed that they are by no means calm now, when they may be called upon to battle for their country at any moment. It is safe to say, however, that the junks, if they have been taking risks in the past, will quickly ignore any order now issued, and trust to benevolent providence to preserve them from all the perils of the sea. There is this point to be considered, that the Baltic Fleet may not pass within a couple of hundred miles of Hongkong. In that case the junks trading from this port would be free from all danger of being mistaken for Japanese warships, but seeing that the Fleet has apparently disappeared as completely as Admiral Togo's squadron, it would be well that every precaution should be adopted to guard against a misapprehension. The junks have been warned, however, and if they neglect that warning it is difficult to see how anybody could be blamed if accidents occur.

LOCAL AND GENERAL.

The Eastern Telegraph Company is paying an *ad valorem* dividend of one and a half per cent for the quarter ended December.

READERS are reminded of the Masopie Quadrangle Club's smoker which takes place to-night at the City Hall, and for which a splendid programme has been arranged.

TOMORROW being Good Friday there will be no issue of the *Hongkong Telegraph*, but in the event of any important news coming to hand during the day expresses will be sent out.

MR. E. H. Lovell, R.C.A., and Lieut. A. J. Brock, R.D., have been granted leave of absence, the former from 15th inst. to 30th September, and the latter from 26th inst. to 30th June.

THE Isle of Man House of Keys have passed a Bill enabling the Gordon Bennett motor race to be held in the island in May, and the tennis car races to be held in September.

THE Chinaman, Wong Young Tuk, who jumped off the Yamani ferry on Sunday last, with the intention of committing suicide, died from exhaustion, and heart-failure at the Tung Wa Hospital last night.

A COOLIE working on the hillside at Bay View yesterday morning lost his balance and fell about 30 feet. He was unconscious when he was picked up, and was at once removed to the Government Civil Hospital, where he died a few minutes after admission.

A CURIOUS incident happened on board the *Polytechnic*, which has just arrived at Marseilles, says the *L. & C. Express*. Just before arriving at Marseilles an unfortunate passenger, God whose identity has not been established. He was embarked at Saigon at the last moment, put on board like a sack by the military hospital attendants, without papers, without money, and without passage. He was attacked with beriberi, and was in the last extremity. In a moment of lucidity he declared his name was Le Din, and was last employed by the Messageries Flaviales of Cochinchina.

THE Cantata to be produced at St. Peter's Church to-morrow evening is "The Crucifixion," by Sir J. Stainer. The soloists are Mr. A. E. Paine, Mr. R. S. Piercy and the Rev. D. Powell Richards, R.N. The offertory will be given to the new Organ Fund. Evening prayer will be said at 7.30. The Cantata will commence at 8 o'clock.

JUDGE Skinner Turner of Zanzibar has been appointed to the important position of Judge of the British Court at Bangkok. There seems to be a kind of psychological connection between Zanzibar and Siam (writes a correspondent), for Mr. Ralph Paget, C.M.G., the Charge d'Affaires at the Siamese capital, was also employed at Zanzibar under Sir Gerald Portal in 1892, and the Sultan of Zanzibar and the young Siamese princes were schoolfellows at Harrow.

THE annual dinner of the Institution of Civil Engineers was largely attended by members of the associate and many distinguished guests. Sir Guilford Molesworth, formerly of Calcutta, was President in the chair. In giving the toast of "Our National Defenders," Sir Guilford Molesworth said that he viewed with dismay the proposal to dismantle and abandon the magnificent harbour at Trincomalee, which was the only defensible harbour between Aden and Singapore.

AN old Chinese woman is to-day suffering from the effects of expecting the tram cars to get out of her way. She was last evening walking along Praya East in the middle of the lines, and took no notice of the gong-ringing until the tram car was so close that the motorman had to shout at her to get out of the way. She stepped aside, but as the car proceeded to move on again, she changed her mind and stepped back again, with the result that she collided with the step, and was sent sprawling in the mud. Some bystanders picked her up, and, seeing she was somewhat bruised and very much shaken, suggested she be removed to the Tung Wah Hospital. At this the old dame was very indignant and, weak as she was, shouted out that she would go home and nowhere else, and she shambled off declining all kindly offers of assistance.

NAVAL NOTES.

THE PORT ARTHUR WARSHIPS. The Northern Salvage Association, Cuxhaven, in conjunction with the Swiss Salvage Company of Copenhagen, have for some time negotiated with the Government of Japan for a contract for raising the submerged warships in Port Arthur harbour. These negotiations have been suddenly interrupted by the Japanese Government, which announces its intention of leaving the work to their own engineers, and have for this purpose bought a large Swedish salvage steamer, as we have already reported. They have also bought the steam-carrier *City of Birmingham*, which has left Grimsby for Port Arthur. She has been completely refitted; pumping apparatus, cranes, and other mechanical devices for raising sunken vessels having replaced her fishing gear.

Rear-Admiral William des Vieux Hamilton, the new second in command of the China Squadron in succession to Rear-Admiral the Hon. Assheton G. Curzon Howe, C.V.O., C.B., C.M.G., who dies his flag on the battleship *Albion* till June 13, is a distinguished officer of long and varied service, and certainly a better selection for the post could not have been made. Rear-Admiral Hamilton donned his navy blue in April, 1866, at the age of fourteen as a naval cadet. He got his lieutenantcy in 1874, was promoted commander in 1883, captain in 1889, and reached flag rank on January 21, 1903. As a sub-lieutenant of the *Vulture*, he did good work in the suppression of the slave trade on the East African Coast, and his service was recognised by a well-merited lieutenantcy. During the Kaffir War, 1877-78, and the Zulu War, 1879, he served under the Naval Brigade, and was in several sharp affairs and the battle of Isereane and the defence of Ekowe (mentioned in despatches, Zulu medal under clasp). When Arabi turned Egypt upside down in 1882, he was a lieutenant on the flagship *Alexandra*, the big guns of which gave the forts of Alexandria such an unmerciful pounding on that historic July 11, and afterwards he landed with the Naval Brigade which was sent from the fleet to straighten matters up a bit ashore (medal with *Alexandra* clasp, Khedive star). From 1892 to 1895 he was flag captain of H.M.S. *Blake*, on the North American station, and subsequently commanded in succession the *Grafton*, *Hawke*, and *Ramilius*—the latter on the Mediterranean Station. He was appointed a naval aide-de-camp some time ago and in that capacity attended the King at his Coronation, August 9, 1902. Rear-Admiral Hamilton is no stranger to the Far East, having served here on several occasions.

CHINESE COOLIES IN SOUTH AFRICA.

On the 20th ult., in the House of Commons, Mr. H. Samuel asked the Secretary for the Colonies whether the Viceroy of Canton had again forbidden the enlistment in his province of coolies for the Rand Mines, and if so, he would state what reasons had been given by the Viceroy for this action. Mr. Lytton said that the answer was in the negative. The matter was without importance, as all recruiting for the Rand mines, for some time past, had been carried on in the North of China. Mr. H. Samuel asked the Colonial Secretary if the steamship *Courfield*, carrying 1,342 Chinese labourers for the Transvaal, was stopped at Singapore on Feb. 15, owing to the Chinese refusing to proceed further, and the Protector of Chinese of the Straits Settlements, accompanied by a police officer, boarded the ship at the request of the captain in order to pacify the coolies. Mr. Lytton said that he had received the following account of the occurrence from the Governor of the Straits Settlements by telegraph: "Captain of ship reported to protector of Chinese that he believed that Chinese coolies were in a mutinous condition; he was advised to ask for police protection. European drill instructor, and a few Sikhs taken on board next morning, and, on careful examination, found coolies very good-natured and quite content. Captain of ship and agent, reported further arrangements police protection unnecessary. Ship left next morning." (Ironical Opposition laughter, and cries of "Policeful persuasion.")

SALVING THE "SULLY."

Hopes are entertained, it is understood, of refloating the French cruiser *Sully* without having recourse to the use of a cofferdam. According to latest advices the links in the vessel have been covered with Makharoff mats, and with the pumps kept continuously at work the water in the hold is being kept under. The *Sully* has shifted her position on the reef, and rises with the tide, so that it is believed there is a possibility of refloating her before the return of Mr. Jack and his assistants. Meanwhile the work of constructing the cofferdam is being pushed forward and it should be completed and ready for use in a few days.

A FRENCH PROTEST.

The following appears in *L'Amir du Tonkin*, of the 13th inst.: "Among the three experts who submitted plans for the refloating of the *Sully* is an Englishman, who, it is stated, has been given the work of salvaging our cruiser—so true is it that a prophet has no honour in his own country. Mr. William Jack had made, it is true, some very modest propositions—a million for the floating of the vessel, but in case of failure only the reimbursement of the cost of some floating dock (let us hope that the price has been fixed in advance). "The Government will also have to reimburse the salvagers in case of loss between Hongkong and the Bay of Along. "We do not understand it, and we are astonished, to see the dock being constructed in Hongkong. The combined efforts of the marine workmen of Mr. Marty, Porchet, and Denis, should have been sufficient to do the work under French supervision of under-taking the transport by sea. "However, Mr. William Jack, who leaves for Hongkong immediately, says that on the 15th of May all the apparatus will be ready for operations and that the work will be commenced at once. Let us hope that it will prove successful. For ourselves, we do not have any very great hopes."

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

Mr. W. H. Trenchard Davis, Hon. secretary of this association, informs us that the King's Park Range will be available on the following dates in April:—Saturday, 22nd—1.30 p.m. to 5 p.m. (200 yards), Monday, 24th—10 a.m. to 5 p.m. (500 yards), and Saturday, 25th—1.30 p.m. to 5 p.m. (500 yards). Competition for April trophies continued. In the event of hot weather the firing point will be protected with a sunshade and mats have been erected alongside the firing points.

WEISMANN AND CO., LD.

Last night this enterprising firm was *en fete* in its premises opposite the Post Office, to celebrate the opening of new tiffin rooms on the first floor. The function took the form of a dinner served in these rooms, and a very large gathering was present in answer to the invitation of Mr. H. Weismann, manager of the firm. The rooms had been tastefully decorated with palms, evergreens and flowers. The new quarters for "tiffers" are large, lofty and cool, and are so arranged that parties can dine or "tiff" together, privately, either in couples or in larger numbers, while the cooking and attendance leave nothing to be desired. The dinner served to the firm's guests last night was in excellent taste. During the evening a Filipino string band played various catchy airs and a few speeches were made, in which Mr. Weismann was congratulated on the great success he had achieved in so short a time. Little more than a year has elapsed since he started business in one small room in Beaconsfield Arcade, while to-day he had turned his business into a limited liability company, and is now manager of the finest and best situated restaurant, and "afternoon tea" rooms in the colony. Nobody visiting the place can help being struck with the cleanliness and cheerful attendance, and the promoters should certainly do a very large and profitable business, since the new tiffin rooms certainly do fill a distinct want, felt by business men living long distances away.

WATER FOR SHIPPING.

A PROSECUTION. Inspector Langley, of the Water Police, has for some time suspected men of obtaining water to be supplied to shipping other than from the prescribed localities and when, yesterday, he saw a native water-boat approaching one of the ships in the harbour, he stopped her and asked where the master had got his water from. The man replied that he had got it from Laichikok, but further inquiries showed that he had not the usual certificate issued by the superintendent of the reservoirs, showing the amount of water taken aboard, and the amount paid for same. He was accordingly arrested and this morning placed before Mr. F. A. Hazeland, at the Magistracy, charged with being in unlawful possession of water, intended for ships' use, taken from a place other than the Laichikok reservoirs. As this was the first case of the kind that had come before the Court His Worship fined the man \$15 only, and warned him against a recurrence of the offence. For the water taken from Laichikok the boatmen have to pay a fee of 7 cents per ton, and by getting it elsewhere they are able to avoid this charge, and sell it at a cheaper rate than the European companies, the usual rate to the ships being 30 cents per ton. Thus they also frustrate the object of the Ordinance which is to ensure the ship in this harbour securing pure water only. A very strict watch is to be kept on these water-boats in future, and ships' masters and officers are strongly advised, when buying water, to demand to see the certificate of sale of same issued by the authorities at Laichikok, and thus protect themselves, and help to expose any attempts at fraud in this direction.

SHIPPING JETSAK.

GAMBLING STEAMER TO DEFEAT POLICE. The Norwegian steamer *Henrik Halso* (1,600 tons) was captured by a Japanese war-ship on the 7th instant.

According to a Sasebo dispatch, the British steamers *Rosely* and *Lathington*, which were recently seized, have been each declared a lawful prize, together with their cargoes, by the Sasebo Prize Court.

Since gambling rooms and other similar establishments in New York were closed by the authorities, the proprietors have been trying to devise some means of resuming their business without the danger of police interference. Their latest project is a "floating Monte Carlo." A company has just purchased a large excursion steamer, equipped with wireless horse-racing paraphernalia. During the racing season the steamer will make daily trips three miles out to sea, beyond the jurisdiction of the local and Government authorities. A station ashore will telegraph the racing returns direct from the track, and so enable betting to proceed in the same manner as ashore. Roulette and other games of chance will also be conducted, and two lawyers will accompany the steamer on each trip, prepared to huff defiance at any Revenue officers or attempt to interfere. The steamer will be sumptuously equipped, and it is expected to do an enormous business. She was to make her first trip on 23rd ult. Tickets will simply be sold for excursions, and gambling will never be mentioned, except outside the three-miles limit.

WIND MOTORS WANTED.

Writing on the trade of Amoy, Mr. Consul Hauser states:— "The usual number of circulars and catalogues have been received with letters of inquiry respecting all sorts of impossible articles of import, for which there is only a very limited or no demand at all here. There never can be any possible demand at this port for wool washing or wood sorting machinery, and there is little prospect of any great demand for vertical and horizontal engines or other expensive steam machinery. In the direction, however, that of wind motors, there will possibly be a chance. Water wheels are fairly common in China, but windmills are practically unknown, though China is by no means a windless country such as Burma is in many parts. Simple wind motors costing little and easy to erect could well be used for many purposes where cheap power is required, especially for pumping and general irrigation work, and once introduced their simplicity and comparatively cheapness would appeal to the native mind, and probably pave the way for the introduction of other machinery."

COLLISION IN THE HARBOUR.

The enquiry was resumed at the Harbour office to-day before Mr. Basil Taylor, Assistant Harbour Master, into the circumstances connected with the collision between the steam launch *Lee Fung*, Sui Po master, and licensed coolie boat No. 2349, in the waters of this Colony on the 30th ult.

A coolie on board at the time of the collision said that three men are missing others being picked up by the *Lee Fung* and landed at Tsim Tsa Tsui, where the police were informed, and where the junk was left.

One of the crew of the coolie boat who was on board at the time of the collision, said he first saw the *Lee Fung* on the port beam over 100 yards off. He saw no lights. The coolie-boat kept right on; she had a light aft burning brightly. There was nothing to obscure the light in the direction of the launch. The latter kept on and hit the coolie-boat on the port side abreast the mast, heeling and swamping her. They were all thrown into the water, and witness was picked up by the *Lee Fung*. He did not know how many passengers there were, nor if any were missing. At the time of the collision, they were on their way from the S.S. *Hue* to Hongkong.

The coxswain of the *Lee Fung*, after being cautioned, said he did not see the coolie boat, and he saw no light. As soon as he did see the boat he went astern, but it was too late to avoid a collision. He looked on board the *Lee Fung*, said he was on the port side forward, but he did not see the coolie boat till she was about two cheungs away. He did not see any lights aboard of her. He sang out to the coxswain as soon as he saw her, and he reversed the engine, but it was too late to avoid a collision.

Another look-out man gave evidence as to his having trimmed and lit the regulation lights on the *Lee Fung* himself, and also as to seeing no lights on the coolie-boat.

Mr. Taylor said—I consider that the evidence on the part of the witnesses for the coolie-boat is most unsatisfactory and contradictory. I do not believe the coolie-boat had any light burning. Under the circumstances Sui Po's certificate, as coxswain of the *Lee Fung* will be returned to him.

M. BEAU, the Governor of Indo-China, has informed the Minister for the Colonies that the revenue of the Colony for 1904 exceeded the expenditure by \$3,195,000. The estimates for 1905 show a deficit of \$3,300,000. On the other hand, the local budgets in Indo-China show surpluses.

SHIPPING AND MAILS.

MAILED DUE. Indian (*Lightning*) 24th inst. German (*Prinz Eitel Friedrich*) 25th inst. German (*Roon*) 26th inst. Canadian (*Empress of Japan*) 1st prox. Indian (*Sultan*) 2nd prox. The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver at 11.30 p.m. on 18th inst. The Apar Co.'s s.s. *Lightning* from Calcutta left Singapore for this port yesterday afternoon, and may be expected here on 24th inst.

TELEGRAM.

[Reuter's.]

Russian Poland.

LONDON, 18th April.

The Governor-General of Poland has been summoned to a conference, with a view to the establishment of a system of local Government in the rural districts of Poland, similar to the Russian Zemstvos.

It is announced that the Government is considering the question of introducing the Polish language in official transactions.

ST. GEORGE'S DAY.

In forwarding to us a copy of the annual report and year-book of the Royal Society of St. George, Mr. Howard Ruff (the hon. secretary) states that the report discloses the rapid advance towards a general observance of St. George's Day, and the attainment of the Society's objects. Flourishing branches of the parent Society are now firmly established in most of our self-governing Colonies. In India alone, does "England's Day" pass unheeded. Surely there are some there, as elsewhere, who could say:

"Here and here, did England help me:
How can I help England?"

This is the spirit which should animate all true Englishmen on St. George's Day, wherever dispersed, and cause them to be united in thought and sentiment with those in the dear old Home-land.

The following extract is taken from the report:—

Falling on Easter Sunday renders it necessary for us to hold our dinner after the holidays, on Wednesday, the 10th of May, when the Right Hon. the Earl of Halsbury, the Lord Chancellor—Vice-President of the Society—has kindly consented to take the chair. We shall probably be deprived of the pleasure of sending and receiving those greetings always so welcome and so much appreciated, but it cannot stop our thoughts from going out to our countrymen, wherever dispersed, on "England's Day."

We hope that on Easter Sunday, the one pre-eminent subject which claims attention, will not altogether preclude some allusion by the clergy to St. George's Day, and that they will in no vain glorious or unbecoming spirit be able to inculcate some useful lessons on the advantage and responsibilities of English citizenship. On this day of joy and rejoicing, all should "wear the rose," the bells should ring their most joyous peals, and the Banner of England should be flying from every church.

It must be a matter for congratulation to all sensible and patriotic Englishmen that our Society is succeeding so well in its mission of arousing the national sentiment of our people. In calling attention to the virtues of our own countrymen, we have endeavoured to avoid giving offence to our brethren of the sister kingdoms. It is not with those of the sister kingdoms that we would compare ourselves. We are content to contrast ourselves with peoples as large, or larger than ourselves. We are not anti-Scottish, nor anti-Irish, nor pro-English. We seek to remind Englishmen that they can be Imperial without ceasing to be English. We would venture to remind some politicians and Statesmen, who are constantly "Britishing" everything English, that in their anxiety to conciliate the national susceptibilities of the Scotch, the Irish, and the Welsh, they are neglecting the English, and thereby incurring the risk of losing the substance for the shadow. We are allowing the Irish to possess the land, encouraging the cry of "Ireland a Nation," and by making "St. Patrick's Day" a national holiday and in other ways, are doing all that we can to separate them from us, under the impression that we are drawing them closer. In order to create a balance we should make England more English by pre-eminence in like manner her racial distinctiveness, her traditions, her national customs and her characteristics. Where is our "Bul-doin"? What are our national ideals? Let us begin by restoring "St. George's Day" to its proper place in the Calendar as a national holiday; so that around it may cluster all that may teach and inspire our children with patriotic love and pride, so that some may learn with Ciceronian to say:

"I do love
My country's good with a respect more tender,
More truly and profound, than my own life."
The selfish cosmopolitan may not share our views; to him no doubt the sentiment and patriotism of our greatest men, of Shakespeare, and of Nelson, are unintelligible, our poets were and are, all wrong. We would ask whether it can do harm to instil into the hearts of our rising millions (and into those with votes) a little of "the heroic passion of patriotism."

The inherent merit of our aims, the need and the advantage of them to the State and Commonwealth, must be apparent to all who possess imagination and who sincerely desire their country's good. To such we appeal for help and sympathy.

SUGAR DUTIES ABOLISHED.
A Customs circular was published at Calcutta on the 24th ult. cancelling the Notification issued in December 1903, whereby countervailing duties were continued against sugar produced before the Brussels Convention came into force, the Government of India being of opinion that sufficient time has now elapsed to render the danger negligible of the importation of such raw sugar or of refined sugar made from it, and the countervailing duties having been already abolished in regard to all the countries which had signed the Brussels Convention.

The only countries against which they still remain in force are Denmark, Chili, the Argentine Republic and Russia, and the only certificates which importers will now be required to produce are those prescribed in the revised rules published as Customs Circular, No. 10 of 1904.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 20th at 12.5 p.m. The barometer has fallen quickly over Japan, and the Loochees, and risen over N. China.

A depression has moved into the Yellow Sea. It is approaching SW. Japan from the Westward.

The wind will probably freshen from the NE. in the Formosa Channel during the next 24 hours.

Moderate S. and SE. winds may be expected in the China Sea.

Forecast:—Variable winds; moderate; squally; thundershowers.

THE BALTIC FLEET.

[Reuter's.]

Question French Neutrality.

LONDON, 18th April.

Japanese comments on the stay of the Baltic fleet at Kamranh are most severe. The newspaper *Osaka* charges France with deliberately concealing the presence of the Baltic fleet; the *Jiji* declares that the Russians are simply using Kamranh as a base, and that Japan must ask for the co-operation of Great Britain under the terms of the alliance.

The *Temps* demands proofs that France has violated neutrality; declares that the Baltic fleet at Madagascar were never within the three-mile limit, and there is nothing to show that Admiral Rozhdestvensky is less careful in Indo-China.

NO SIGN OF ITS WHEREABOUTS.

There is still a lack of precise news concerning the position of the Baltic Fleet. Vessels arriving at Hongkong from the south report that they have seen nothing of the Fleet; while even the stories prevalent in the beginning of the week about flashlights appearing on the horizon have fallen off. Indeed, it would seem that the good old gift of spinning yarns, which was once the peculiar ability of those who go down to the sea in ships, has fallen into desuetude.

The P. & O. steamer *Chusan* arrived from Singapore this morning, but saw not the slightest sign of the Russians. The mailboat kept close to the coast during the greater part of the journey and passengers were in high hopes that they would be granted a fleeting glance at the squadron, but they were disappointed.

SIGHTED BY THE "TANGLIN."

Later.

The latest news of the Russians brought in by incoming steamers is up to date of the 17th inst. on the morning of which day the s.s. *Tanglin*, from Singapore, sighted a number of vessels which were unmistakably Russians, in Kumrah Bay. The s.s. *Tanglin* did not go close enough to see how many there were.

A rumour has been current to-day among the harbour boat men, and a certain section of the Chinese community interested in shipping, to the effect that the Baltic Fleet steamed past Hongkong during the dark hours of last night.

EXPORT OF COAL PROHIBITED.

A Government *Coal* extraordinary was issued this morning with the following notification:—

It is hereby notified that the terms of the Proclamation made by His Excellency the Governor on the 17th November, 1904, under the Military Stores (Prohibition of Exportation) Ordinance, 1862, will henceforward be strictly enforced with regard to coal, except with regard to such bunker coal as shall be supplied to any vessel with the consent of the Harbour Master.

HONGKONG GOODS FOR THE BALTIC FLEET.

It has just transpired that on the 10th inst. a steamer chartered by a local firm left Hongkong with a cargo of coal, provisions and ammunition destined for the use of the Baltic Fleet. The captain received orders to sail on a certain route until he had lost sight of land and then he was to follow the sealed orders which were given to him. The vessel had 1,600 tons of coal on board and was also heavily laden with provisions and some ammunition. It is suggested that the tactics of the Boers, who imported cannon under the guise of pianos, was followed in shipping the ammunition. The vessel has not since been heard of, but it is likely to be back in Hongkong in a day or two.

NEWS FROM SINGAPORE.

When the *Iphigenia* was passing the Russian Fleet, she hoisted the Admiral's flag and gave the customary salute. This appeared to cause some consternation amongst the Russians, and the *Oleg*, a cruiser, was detached and steamed near the British man-of-war, and kept her guns trained on her. The curious part of the story is that the muzzle tampons were all in their guns, so that if any attempt had been made to fire them, according to artillery experts, there would have been a few damaged guns on board the Russian. It was, of course, within the right of the cruiser to closely inspect the British warship, and make sure that she was not a possible enemy.

A JAPANESE SQUADRON.

The Blue Funnel steamer *Aeneas* which arrived here this morning from Cebu, says the *Singapore Free Press* of 13th inst., reports that, on March 24, while on the way from Yokohama to Manila she sighted the Japanese cruisers *Chitose* and *Kusagi* with the converted cruisers *Hongkong Maru* and *America Maru* cruising in the Balintang Channel between the Island of Luzon and the Lieuchew Islands.

The *Aeneas* also reports that when approaching Singapore yesterday she sighted five large warships at 4.30 p.m. coming through the Rho Straits. The ships appeared to be making for Singapore, but suddenly altered their course and stood to the North-east of the Horsburg Lighthouse. Those on the *Aeneas* could not distinguish the colours of the warships, which were grey-painted with two funnels each, but they say that the cruiser *Iphigenia*, which arrived here yesterday evening, passed quite close to the strange vessels and must have ascertained what they were.

A RECONNOITRING DESTROYER.

Last evening a destroyer came to the eastern entrance of the harbour had a look round and went away. It is supposed that she came to look for the *Hindoo* which is now detained here by the authorities with her 4,000 tons of coal. The Government require a bond from the Captain or agents that the coal be delivered to the order of the British Consul at Saigon. A visit to the ship this morning ascertained that she had obtained permission to leave at 4 o'clock this afternoon.

The local steamer *Enghin* from Hoibow reports having passed three Dutch warships off Rho.

COMING NAVAL CONFLICT.

THE RUSSIAN ARMADA AND ADMIRAL TOGO.

The following, though published three weeks ago (March 17) in the *Daily Telegraph*, contains much criticism that applies to the existing naval situation in the China Sea:—

We are on the eve, writes our Naval Correspondent, of further developments in the second stage of the struggle for the command of Far Eastern waters. Both the Russian and Japanese forces are again active. It is not certain what Admiral Rozhdestvensky's plans are—whether, as rumoured, he has been recalled or has left Malagasy waters to meet Admiral Butovskoy with the first section of the third Pacific Squadron at Jibuti, or, again, has begun the last stage of his voyage to the desired haven—Vladivostok. He has got his remarkable fleet 10,000 miles on its journey, without, so far as is known, serious mishap. In view of the age and slow speed of some of the vessels, the large number of auxiliaries in his train, the difficulty of coaling and the character of the crews—hundreds of them now at sea for the first time, fresh from their agricultural pursuits—Admiral Rozhdestvensky has amply justified his selection for the supreme command. Whether or not he is a great leader in war, he is certainly no mean organizer and commander in peace, and naval officers, who will appreciate the sea of trouble he must have experienced, will not fail to agree that he has done better so far than was thought possible. He has, indeed, made a world's record—no officer ever commanded such a fleet and took it so far. Of course in the past six months the seagoing efficiency of his vessels must have suffered considerably, and they must badly need to be put in dock, so as to have all the marine growths scraped off, and probably a crowd of mechanical defects, big and small, have accumulated. On the other hand, the crews will have shaken down, and their training in gunnery and torpedo work may, in the meantime, have been continued and their nerves rendered less "jumpy."

At any rate, the Russian admiral, with his ships trailing after him, has left Madagascar, and a body of Japanese men-of-war are at Singapore, about 4,500 miles distant. Interest in the forces on the two sides therefore becomes accentuated. Admiral Rozhdestvensky's command is a big one, and away in the Mediterranean are further reinforcements—the first section of another squadron.

SECOND PACIFIC SQUADRON.

Ship	Date of completion.	Displacement (tons)
Kalaz Suaroff	1904	13,516
Alexander III	1904	13,516
Borodino	1904	13,516
Orel	1904	13,516
Oslobia	1901	12,674
Sissoi Veliky	1897	10,400
Nararin	1895	10,226

ARMOURD CRUISERS (2).

Admiral Nakhimoff	1888	8,500
Dmitri Donskoi	1885	5,800

PROTECTED CRUISERS (6).

Aurora	1903	6,630
Oleg	1903	6,675
Jemchug	1904	3,100
Svetlana	1897	3,825
Almaz	1903	3,285
Izumrud	1904	3,100

The repairing ship *Kamschatka*, the hospital ship *Orel*, about twenty transports, five ships of the Volunteer Fleet, armed with quickfiring guns, seven destroyers, and eight torpedo-boats are with this squadron.

THIRD PACIFIC SQUADRON.

Ship	Date of completion.	Displacement (tons)
Nicola I	1892	9,672
Admiral Apraxine	1898	4,200
Admiral Oushakoff	1895	4,176
Admiral Senyavin	1895	4,176

These last three ships can hardly be regarded as battleships, as they are very small and carry little coal.

ARMOURD CRUISER (1).

Vladimir Monomach	1885	6,061
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Several transports and small ships are also attached to this force.

It will be seen that when the Second Pacific Squadron and the first portion of the Third Pacific Squadron have joined forces, the Russian warships will be by no means despicable in numbers, as there will be about seventy vessels of all sorts and descriptions, each with a crew requiring food, each with hungry engines needing coal, oil, and water, each with a demand for stores of all kinds, and each, it may be safely assumed, with a tendency to give trouble in its mechanical department. It is a unique fleet to be at large on the seas. When the British Navy mobilised in 1885, after the Pendjeh incident, it was styled a menagerie of ununited and curiously assorted ships, and this is a description which exactly fits the Russian armada. It contains vessels of all kinds, practically all speeds, and of heterogeneous fitting and mechanical equipment, which must complicate the supply of stores. Never has the world seen such a war fleet engaged in warlike operations before. It contains four magnificent battleships of great power in the *Suvaroff*, *Alexander III*, *Borodino*, and *Orel*, and the *Oslobia* is also a good ship, but all the other armoured vessels are third or fourth rate, and the three little so-called "Admiral" battleships, the *Apraxine*, *Oushakoff*, and *Senyavin*, ought never to have been permitted to venture outside the Baltic—so insignificant are they in all that contributes to

fighting power. The last named may be practically disregarded, as owing to the small amount of coal which they carry, from 300 to 500 tons each, and their small sea speed of about 10 or 11 knots an hour, they not only add nothing to the force of the blow Admiral Rozhdestvensky might strike but are a drag on his progress, and the *Nicola I*, *Vladimir Monomach*, and *Admiral Nakhimoff* are so desperately slow that they must prove an encumbrance.

How do the rival forces compare? In units, the contrast is as follows:

	RUSSIA.	JAPAN.
Battleships	8	5
Armoured cruisers	3	8
Protected cruisers	6	18
Unprotected cruisers	0	10
Coast defence ships	0	2
Torpedo craft	15	93

The five Japanese battleships are older than the four new ones of Russia, but the important factor in the situation is the batch of eight modern armoured cruisers possessed by Admiral Togo, with thick belts, heavy guns, and high speed. Even of greater moment is the difference in the crews—the Japanese with their fighting edge raised to a point of extraordinary keenness by victory, and the Russians with little training, no sea aptitude, and no knowledge of what are the excursions and alarms of war.

Admiral Togo can run no risks, and there seems no reason why he should do so. He can bide his time. Like a colossus, this little officer is astride the Eastern Seas, watching and waiting warily laying his plans. In the past year he has made omlettes practically without breaking eggs, as he was told to do; the only eggs which have been broken have belonged to Russia. He must continue the same policy of cautious strategy, so far as his first fighting line is concerned, while to his small and less indispensable craft (because more easily replaced) freedom to take hazards and do and dare whatever promises success. His light cruisers have been flung out as far south as Singapore, and no doubt in the past six months flying bases in this vicinity have been formed, and coal and stores accumulated. There are many spots which would serve this purpose. By this time all the details of the measures to be taken to frustrate the Russians have been completed, and the world awaits the issue with confidence.

A SYMPOSIUM OF JAPANESE AND FOREIGN OPINION.

We give below some expressions of opinion as to Admiral Rozhdestvensky's intentions, together with some interesting observations by the *Japan Mail*, *Japan Herald*, and *Japan Gazette*—

The *Japan Gazette* makes the following notable calculations with regard to Admiral Rozhdestvensky's coal supply:—His stock of coals must be getting low, the run from Madagascar to Singapore representing more than 3,000 miles. It was estimated by the Russian press that the coal consumption of the fleet would be 3,100 tons daily (though it is difficult to understand the basis of this allowance) at ordinary cruising speed, and over 400 tons when lying in port. If the fleet has come straight from Madagascar without stopping at any point for coaling, it must have cruised since the 19th for 20 days, which would give a consumption of 6,000 tons. The largest coal capacity of one of the battleships such as the *Alexander III* is 2,000 tons and, taking her coal capacity at 12 lbs. with indicated horsepower of 16,000, we arrive at a maximum consumption of 6,000 tons for that vessel alone in the 20 days; or, in other words, she must have filled her bunkers from her coliers three times en route supposing she was at top speed, which is of course, unlikely. Nevertheless, despite the necessity of keeping in touch with her slower companions it must be remembered that the vessel would be foul and her coal consumption proportionately increased thereby. The proportion of coal consumption to speed is not to be calculated on that of simple proportion, i.e., because a vessel uses 28,000 lbs. a day at top speed it cannot be calculated that she uses half that amount at half speed, for the proportion is very much less than the diminishing rate of inverse geometrical progression, and there is also this question of foulness to be considered. But it may probably be fairly considered that when these ships had reached the eastern side of the Indian Ocean they had at least about exhausted the contents of their bunkers. This brings us to the certainty that Rozhdestvensky cannot afford to delay before either seeking the enemy and engaging him or finding some temporary refuge. As to the Japanese plans, of course there is not the slightest indication, but there is every confidence that Admiral Togo has the situation well in hand.

INTERESTING SPECULATIONS.
The *Japan Mail* indulges in the following interesting speculations as to Admiral Rozhdestvensky's intentions, with special reference to the question of neutrality:—It is to be observed, that unless he means to fight he will be practically forced to find a port of refuge without delay. For with such a large squadron as he leads, he cannot possibly hope to conceal his movements. So long as the Japanese fleet was compelled he concentrate its attention upon Port Arthur, the Russian cruisers in Vladivostok were able to slip out secretly and prey upon commerce without encountering an enemy. But the whole of the Japanese fleet is now free. A cloud of vessels can watch the movements of Rozhdestvensky's numerous squadron, and nothing seems less probable than that he should succeed in reaching Vladivostok without a fight. Besides, what would he gain by entering Vladivostok? He would be sealed up there even more effectually than his predecessors were in Port Arthur, and unless he emerged and fought he might, as well be lying in some Baltic port. As to the theory that he intends to find a second Madagascar where he may await the coming of the third squadron, and where he may refit, thereafter coming out to do battle, it need scarcely be said that any Power granting to him the hospitality of its ports for such a

purpose will become, de facto, a belligerent. It is understood that the French Government has never admitted the presence of Rozhdestvensky's squadron in France's territorial waters. The theory was that his ships lay at anchor beyond the three-mile limit in some of the commodious bays formed by reefs abounding in those seas. Nothing of that kind is possible at Saigon. Unless a ship enter the river there is no safe anchorage, and thus the neutrality problem would immediately come to the front. It is incredible that France should openly violate her obligations in this matter, (having admitted thereby construction in the case of Madagascar) and it is equally difficult to believe that the Russian Government has authorised its Admiral to forcibly violate Holland's neutrality. We are unable therefore to attribute any intention to Rozhdestvensky except the intention of fighting. It would be

A DARING STROKE.

if he seized a port actually within Japan's dominions—a port in Formosa or the Pescadores—a daring but a suicidal stroke, which need only be considered to be condemned. There remains but one hypothesis, far-fetched and scarcely tenable for a moment, namely, that Russia has put this menace into the field by way of facilitating peace negotiations. We observe that some publicists are disposed to adopt that idea. But the essence of such a plan would be the possession of a base where the squadron could lie safely, pending the discussion of terms. From that point of view its presence in Vladivostok might be of use. But Rozhdestvensky, for the reasons stated above, cannot hope to reach Vladivostok without fighting, and to fight and be defeated would certainly not facilitate the negotiations for Russia.

The *Japan Herald* writes as follows concerning the suggestion of the military correspondent of *The Times* that Admiral Rozhdestvensky may seize and fortify a Dutch island:—The suggestion of *The Times* military correspondent seems totally uncalled for. However foolishly Russia may have acted in the past and however much she may have transgressed the rules of international law, she has not been guilty of seizing territory belonging to a European nation and there is no reason to think she will do so now. The seizure and fortification of a Dutch island, moreover, would hardly appear to be of much advantage to Russia, unless she is anxious to secure another trap for her fleet like that at Port Arthur. It is true from such a base she could interfere to a certain extent with Japanese shipping, but how long such interference would last is measured by the length of time it would take the Japanese to besiege such a base. Further, unless Rozhdestvensky has already made arrangements for seizing such a base the fortification of a more or less unknown island would be rather a hazardous undertaking. The great objection, however, to that idea is that Russian

NO DESIRE FOR INTERNATIONAL COMPLICATIONS.

such as this action would involve; she has no idea of making an enemy of Germany and of Great Britain which she would certainly do by seizing Dutch territory. The Russian fleet has two more probable courses open to it; one to endeavour to reach Vladivostok by avoiding the Japanese fleet, and the other to chance all on a great naval battle. The Russians have hitherto throughout this war not engaged in a great battle, their chief endeavour being to save their warships from what they apparently considered an invincible enemy. Whether Admiral Rozhdestvensky is of a different frame of mind remains to be seen. Certainly a moderate amount of success on the part of the Russian fleet might put a different complexion on the war, so far, at any rate, as to make the defeat a less crushing one. The loss of one or two battleships to the Japanese, even at the expense of several Russian vessels, would undoubtedly place Russia in a better position to negotiate the terms of peace. If all the stories of the attitude of Russian officers and men are true, however, it seems probable that any encounter will only be a half-hearted one so far as the Russians are concerned. There will probably be a running fight, the endavour to reach Vladivostok overruling the hope of damaging the Japanese fleet.

IN reply to a question in the Viceroy's Council on the 19th ultimo, the Hon. Sir Arundel Arundel said that it has been decided to appoint a plague research party, consisting of two experts from England selected by an Advising Committee at home and two Indian Medical Service Officers. The composition of the party had not been finally settled, but a member of the Advisory Committee is now on his way to India in order to arrange the details of the investigation in communication with the Sanitary Advisers of the Government of India.

Today's Advertisements.

TO LET.

A LARGE AND COMMODIOUS HOUSE TO LET IN MACAO.

No. 93, Street "CONSELHEIRO FERREIRA D'ALMEIDA."

Apply to—SANTA CASA OFFICE,

Macao, 20th April, 1905. [498]

THE DAIRY FARM CO., LIMITED.

FINE FRESH SAUSAGES. OWN MAKE.

25 Cents per Pound.

Hongkong, 20th April, 1905. [49]

To-day's Advertisements.

MASONIC QUADRILLE CLUB.

A SMOKING CONCERT will be given under the auspices of the MASONIC QUADRILLE CLUB, TO-NIGHT, (THURSDAY), the 20th instant, in the old Chamber of Commerce Room, CITY HALL, Commencing at 8.30 P.M.

Tickets 5s each, at the Door.

Hongkong, 20th April, 1905. [482]

"SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship "PINNA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY, 19th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 26th instant, at 2 P.M.

All Claims must reach us before the 28th instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by ARNHOLD, KARBERG & Co., Agents.

Hongkong, 19th April, 1905. [496]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CHUSAN,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Himalaya* and *Bengal*.

From Australia, ex S.S. *Marmora*.

From Calcutta, ex S.S. *Sardinia*.

From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 20th April, 1905. [2]

Intimation.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DIOMED"	22nd April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"MOVINE"	1st May.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	11th May.
GLASGOW and LIVERPOOL	"MENELAUS"	16th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	21st May.
GLASGOW and LIVERPOOL	"HECTOR"	26th May.
GLASGOW and LIVERPOOL	"HYSON"	31st May.
GLASGOW and LIVERPOOL	"PRIAM"	1st June.

S.S. "Diomed" left Singapore at 5 p.m. on the 17th inst., and is due here about 22nd.

HOMEBWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ALCINOUS"	21st April, 5 p.m.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	28th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th May.
AMSTERDAM, LONDON & ANTWERP	"LAERTES"	12th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	19th May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	26th May.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	1st June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1905.

CHINA NAVIGATION CO., LIMITED.

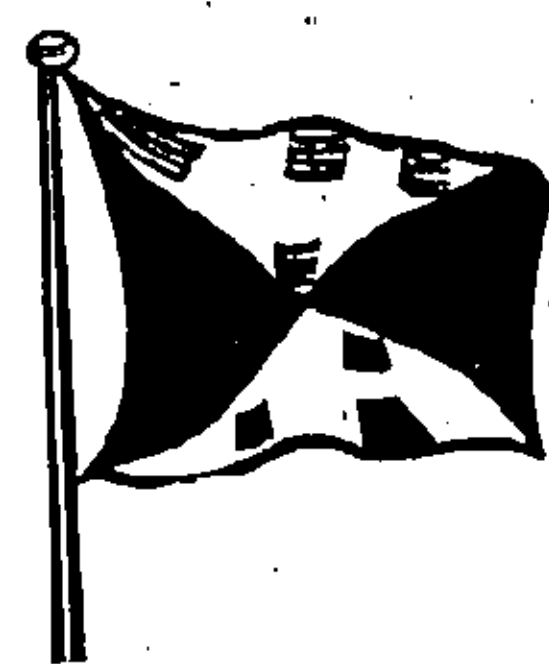
FOR	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.	"TAIYUAN"	22nd April.
CEBU, MANILA, KOBE, and TSINGTAO, CHEFOO and TIENTSIN	"TAMING"	25th "
	"SUNGKIANG"	25th "
	"TSINAN"	25th "
	"KANSU"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA VIA AMOV	SATURDAY, 22nd April, at Noon.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	13th May, 1905.
"NORDPOL"	13th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 27th, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Daily qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,139 J. P. MARTIN.

"KWONG TUNG" 1,138 H. W. WALKER.

Leave Hongkong for Canton at 9 a.m. every
evening (Saturday excepted).Leave Canton for Hongkong about 5-30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4

Meals ...\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.SHI-ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 3, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 21st April, 4 P.M.
SWATOW and SHANGHAI	BINSANG	SUNDAY, 23rd April, Daylight.
SWATOW, CHEFOO and TIENTSIN	WOSANG	SUNDAY, 23rd April, Daylight.
ESANG		TUESDAY, 25th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	NAMSANG	WEDNESDAY, 26th April, 3 P.M.
SHANGHAI	AMARA	THURSDAY, 27th April, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 20th April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOV, STRAITS AND RANGOON.

THE Company's Steamship

"PUNDUA"

Captain R. F. Thomson, will be despatched as
above, on SUNDAY, the 23rd instant, at
Daylight.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the
above Ports, on SATURDAY, the 6th proximo,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh, will be despatched as above
on or about the 13th May, 1905.For Freight, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORE, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG.
1905. About

"SAGAMI" 20th May, 1905.

"HINDUSTAN" 6th June, 1905.

"ERROLL" following.

For Freight and further information, apply
to DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAT"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 6.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates: 1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 50 cents; Steerage, 20 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

JARDINE, MATHESON & CO.,

General Managers.

[60]

Consignees.

S.S. "DUMBEA"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. Dordogne and Adour, from Havre ex
s.s. Adour, and from Bordeaux ex s.s. Ville de
Celle and Ville de Valenciennes, in connection
with above Steamer, are hereby informed that
their Goods, with the exception of Opium,
Treasure and Valuables are being landed and
stored at their risks into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited, at Kowloon, whence delivery may
be obtained immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
TUESDAY, the 25th April, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 25th April, or they will not be recognised.All damaged packages will be examined on
TUESDAY, the 25th April, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.This vessel brings on Cargo
From London, &c., ex S.S. Pindar.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 21st instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 13th April, 1905.

Consignees.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAMAYO"

having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 21st instant, at
5 P.M., will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.This Vessel brings on part Cargo of S.S.
Verona from New York.JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL"

FROM LIVERPOOL AND GLASGOW.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th April will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 28th
April, or they will not be recognised.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 25th April, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th April, 1905.

Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Cos., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.A. S. MIHARA,
Manager.

Hongkong, 27th March, 1905.

EMPLOYE de commerce, Agé de 29 ans,

de nationalité Suisse, ayant déjà occupé,
d'importantes fonctions dans des grosses maisons,
connaissant à fond de comptabilité en partie
double, parlant couramment le Français, l'Alle-
mand, le Hollandais, l'Italien et l'Anglais.
désirerait une situation dans l'une des villes de
la côte de Chine.Très bonnes références.—Appointements: de
5 à 6,000 dollars par an. Ecrire aux initiales
L. V. au journal "l'Opinion" de Saigon.

Saigon, le 2 Mars, 1905.

S. MOUTRIE & CO., LD.,

PIANO AND ORGAN

MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from \$200 upwards, and a
written guarantee for a test period of TWO
Years given for each instrument.A large consignment of records at the low
figure at \$1.80 each, 5% on wholesale orders.The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.WE DEFY COMPETITION.
INSPECTION INVITED.

Hongkong, 14th March, 1905.

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD, CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

Shipping.

Arrivals.
 Taiyuan, Br. ss., 1,459, L. Dawson, 19th April, from Kobe and Kuchino 12th April, Gen. B. & S.
 Tjipanas, Dut. ss., 2,443, P. Zwart, 19th April, from Amoy 18th April, Gen. C. J. L.
 Pinna, Br. ss., 4,201, Thos. G. Scott, 19th April, from Singapore 12th April, Gen. A. K. & Co.
 Chusan, Br. ss., 2,852, H. W. Kentrick, 20th April, from Bombay 4th April, and Singapore 15th, Mails and Gen. P. & O. S. N. Co.
 Annam, Fr. ss., 3,877, E. Malaval, 20th April, from Saigon 6th April, and Haiphong 18th, Mails and Gen. M. M.
 Alcinous, Br. ss., 4,278, J. Pulford, 20th April, from Yokohama via Shanghai 17th April, Gen. B. & S.
 Silesia, Ger. ss., 4,861, Bahle, 20th April, from Shanghai 16th April, Gen. H. A. L.
 Pundua, Br. ss., 2,126, R. F. Thomson, 20th April, from Singapore 15th April, Gen. J. M. & Co.

Clearances at the Harbour Office.

Phuansang, for Amoy.
Hongkong, for West River.
Shan Lee, for West River.
Haining, for Shau-utung.
San Cheong, for Canton.
San Cheong, for Canton.
Rubi, for Amoy.
Longgang, for Manila.
Signal, for Haiphong.
Kwongtung, for Canton.
Durand, for Saigon.
Lianan, for Chik Wan.
Flume, for Saigon.
Charles Hardin, for Canton.
Shanlung, for Saigon.
Kwongchow, for Chik Wan.
Kwongchow, for Canton.
Wingchaf, for Macao.
Tjipanas, for Singapore.
Taiyuan, for Manila.
Phuyen, for Hoihow.
Wosang, for Swatow.
Yingking, for Macao.
Yingking, for Canton.

April 20.

Hongkee, for Amoy.
Hanoi, for Hoihow.
Telemachus, for Shanghai.
Johnstein, for Shanghai.
North Angel, for Sateho.
Loyal, for Foochow.
Brankilde, for Saigon.
Pratich, for Saigon.
Anara, for Canton.
Fri, for Canton.
Chusan, for Shanghai.
Hangiang, for Shanghai.
Longgang, for Manila.
Themis, for Kobe.

Per Siberia, from Shanghai—Masters Weiss and Wilkens.
Per Taiyuan, from Kobe, &c.—Messrs. Harvey, Findley and Chemiside.
Per Pundua, from Singapore—Mr. and Mrs. Pennycook, Mrs. Moir, Mr. Webb, and 1,050 Chinese.

Passengers departed.

Per Empress of India, for Vancouver, &c.—Messrs. Wm. Black, R. Marshall, J. C. Chute, R. H. Page, R. Wilcox, R. L. Davies, Mr. and Mrs. R. A. Westcott, Miss Holland, Mr. H. C. Fisher, Col. and Mrs. W. E. Webb, Messrs. D. Johnstone, W. O. Pegge, W. G. Clarke, Mr. G. B. Falconer, Misses Tevendale and Hay, Mr. J. T. Hawks, Mr. and Mrs. C. D. Schell, Engr-Lieut. A. R. Grant, R.N., Lieut. C. R. Watson, R.N., Messrs. E. S. Townsend, D. Gavin, G. H. Ardon, Miss A. H. Carter, Capt. A. A. Dorrien-Smith, Mr. and Mrs. J. H. Finlayson, and Miss Finlayson, Mr. and Mrs. C. de V. Terceemake, Messrs. Craig Barr, F. R. Anderson, C. R. Belknap, N. C. Smith, G. J. P. Senhouse, C. A. Vallance, G. A. Setuller, Mr. and Mrs. R. C. Stockton, Messrs. G. L. Hall, W. Bachevalier, C. R. Bango, Mr. and Mrs. C. E. Baker, Messrs. W. C. Nasson, W. H. Taylor, D. M. Kirby, J. Adams, C. P. Tackett, T. D. Anglemeyer, Mrs. E. G. Turner, Miss R. C. Bennett, Messrs. G. H. Wright, L. H. Lisk, W. E. Schmidt, F. Drechsel, G. Fridrich, Drexler, Mr. and Mrs. Frank Masker, Rev. M. Mullineaux, R.N., Surg. B. Ley, R.N., Col. Yate, Messrs. C. E. Rawlington, H. Fogelund, Miss Fageland, Mr. and Mrs. Wm. Scott, and Miss Scott, Mr. H. White, Mrs. N. Steele, Mr. A. Eason, Mr. and Mrs. Wakeford Cox and children, Col. The Hon. Dawnay, Messrs. Allan Dawnay, Chang Ching Chow, Capt. and Mrs. Wilson and children, Mrs. Clara, Messrs. H. W. Fraser, A. J. Allnut, E. G. Turner, A. L. Parsons, Tootai Sum, Messrs. Lum Loo Shun, Sum Kuei Shui, S. T. P. Loo, C. Miller, F. O. Davies, E. G. Turner, Mr. and Mrs. J. Watt Jameson, Messrs. S. J. Michael, Mr. S. A. Michael, Mr. and Mrs. H. J. Gedge, Messrs. J. Orange, P. C. Ross, R. Abbott, W. H. Snee, A. P. Gladwin, Tam Po, Chiu Shun Ghee, Chue Wong Ting, Lee Wai Pun, U. Wing, U. Hec, Chow Kee Man, Tsa Koon Su, Mrs. Lum She, Mrs. Lee She, Messrs. Wong Hong, Chiu Gung, Kwong San, Major Meeklam, Messrs. S. S. Wada and S. Kuri.

Steamers Expected.

Vessels From Agents Due
 Hindustan, Manila, D. & Co., April 21
 Langbank, Singapore, A. L., April 21
 Diomed, Singapore, B. & S., April 22
 Numanita, Japan, B. & S., April 22
 Tydens, Japan, B. & S., April 23
 China, Japan, B. & S., April 24
 Banca, Singapore, P. & O., April 24
 Lightning, Singapore, J. M. & Co., April 24
 Claverburn, New York, S. T. & Co., April 25
 P. E. Friedrich, Japan, M. & Co., April 25
 Roon, Colombo, W. & Co., April 26
 Emp of Japan, Vancouver, C. P. R. Co., May 1
 Suis ng, Calcutta, J. M. & Co., May 2
 Arabia, Portland, P. & A. Co., May 3
 P. Sigismund, Sydney, M. & Co., May 8

Hongkong & Whampoa Dock Return.

Vo Sang, at Kowloon Lock.
 Kongnam, " " " "
 Ithaka, " " " "
 Erna, " " " "
 Fatsan, " " " "
 Flume, " " " "
 B. Bjornen, " " " "
 Singora, " " " "
 Paklat, " " " "

Post Office.

A Mail will close for:

Shanghai—Per Annam, 21st April, 9 A.M.
Swatow, Amoy and Foochow—Per Hainan, 21st April, 9 A.M.
Manila, Singapore and Bangkok—Per Phuanang, 21st April, 9 A.M.
Hoihow and Hongay—Per Phuyen, 21st April, 9 A.M.
Macao—Per Heungshan, 21st April, 12.15 A.M.
Amoy and Manila—Per Rubi, 21st April, 3 P.M.
Singapore, Batavia, Samarang, Sourabaya and Macassar—Per Tjipanas, 21st April, 3 P.M.
Bangkok—Per Phooladara, 22nd April, 9 A.M.
Haiphong—Per Signal, 22nd April, 9 A.M.
Hoihow and Bangkok—Per Paklat, 22nd April, 9 A.M.
Chiao—Per Lennox, 22nd April, 10 A.M.
Europe, &c., India via Tuticorin—Per Simla, 22nd April, 11 A.M.
Macao—Per Heungshan, 22nd April, 12.15 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 22nd April, 3 P.M.
Shanghai, Straits and Rangoon—Per Pundua, 22nd April, 3 P.M.
Swatow, Chefoo and Tientsin—Per Wosang, 22nd April, 3 P.M.
Macao—Per Heungshan, 24th April, 9 A.M.
Manila, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Fremont, 25th April, 11 A.M.

Mrs. W. S. Hughes, for Nagasaki—Mr. and Mrs. N. K. Hughes, Mr. and Mrs. Hunter and family, Mrs. Umes, for Kobe—Lt. S. F. Fugate, Lt. W. T. Maitly, Jr., and Mrs. Kancher, Miss Kancher, for Honolulu—Mrs. Goo 1st Class, Mrs. Goo Tai Chong, Mrs. C. S. Scott, and Mrs. O. Tom Shee.

Shipping Report.

Str. Tjipanas from Amoy—Overcast, rainy weather.
Str. Allinour from Yokohama—Moderate to light S.E. winds, with occasional fogs.
Str. Taiyuan from Kobe—Fresh wind in Japan sea, then fine weather from Formosa to Hongkong, fog from Breaker Point to Pedro Blanco.

Vessels in Port.

STEAMERS.
 Bjornstjen Bjornsen, Nor. ss., 735, C. Olsen, 15th April—Anping via Amoy and Swatow 12th April, Gen. O. S. K.
 Borneo, Ger. ss., 1,344, E. Muhle, 15th April—Sandakan 10th April, Timber and Gen.—& Co.
 Coningsby, Br. ss., 2,157, Chas. E. Topp, 17th April—Cardiff 2nd Feb., Coal.—Mr. Samuels.
 Derwent, Br. ss., 1,652, Jenkins, 14th April—Panaman (Java) 4th April, Sugar and Nuts—Man Fat & Co.
 Dotti, Nor. ss., 629, J. Gjemre, 19th April—Sourabaya 8th April, Sugar—Yuan Fat Tong.

Haitan, Br. ss., 1,183, J. S. Roach, 19th April—Swatow 18th April, Gen.—D. L. & Co.
Hangsang, Br. ss., 1,356, Wilde, 18th April—Canton 18th April, Gen.—J. M. & Co.
Hinsang, Br. ss., 1,539, W. E. Sawyer, 16th April—Mojil 11th April, Coal.—J. M. & Co.
Isleworth, Br. ss., 1,716, Cox, 18th April—Saigon 14th April, Rice and Gen.—D. & Co., Ltd.
Lennox, Br. ss., 2,365, F. McNair, 4th April—Karatu (Japan) 31st Mar., Coal.—D. & Co., Ltd.

Madeleine Rickmers, Ger. ss., 1,657, D. Reimers, 19th April—Bangkok 12th April, Rice and Meal.—V. & Co.
Nain Sang, Br. ss., 2,591, Geo. Payne, 15th April—Calcutta 1st April, via Penang and Singapore 9th, Gen.—J. M. & Co.
Paklat, Ger. ss., 1,018, H. Demes, 15th April—Bangkok 8th April, Rice and Wood.—B. & S.

Phra Nang, Ger. ss., 1,021, F. v. Mangelsdorff, 15th April—Kohsichang 9th April, Rice.—B. & S.
Phu Yen, Fr. ss., 1,798, L. Ducroisset, 18th April—Saigon 14th April, Gen.—B. & Co.
Providence, Nor. ss., 693, C. J. Cornelissen, 17th April—Bangkok 8th April, Rice and Gen.—M. & Co.

Queen Louise, Br. ss., 2,170, W. A. Nicoll, 19th April—Rangoon 6th April, Gen.—D. & Co., Ltd.
Rubi, Br. ss., 1,611, A. H. Rowley, 17th April—Manila 15th April, Hemp and Sugar.—S. T. & Co.
Saint Helena, Br. ss., 2,707, McKee, 14th April—Cardiff 8th Feb., Coal.—Order.

Signal, Ger. ss., 907, A. Bendixen, 18th April—Bangkok 12th April, Rice.—T. & Co.
Tartar, Br. ss., 2,768, E. Bethmann, R.N., 15th April—Vancouver 7th Mar., and Shanghai 2nd April, Gen.—C. P. R. Co.

Tolosan, Ger. ss., 2,200, Rose, 14th April—Tsingtau 8th April, Coals.—J. & Co.
Wosang, Br. ss., 1,074, M. S. Malkin, 14th April—Canton 13th April, Gen.—J. M. & Co.

SAILING VESSELS.

A. G. Ropes, Am. ship, 3,202, D. H. Riners, 16th Mar.—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.
Forrest Hall, Br. ship, 1,901, P. A. Logan, 14th Jan.—New York 7th Aug., 1904, Petroleum.—S. O. Co.
S. P. Hitchcock, Am. ship, 2,086, E. V. Gates, 22nd Mar.—from New York, Oil and Wax.—S. O. Co.
West York, Br. bq., 720, W. J. L. Post, 13th April—Newcastle 15th Jan., Coal.—E. A. T. Co.

Steamers Expected.

Vessels From Agents Due
 Hindustan, Manila, D. & Co., April 21
 Langbank, Singapore, A. L., April 21
 Diomed, Singapore, B. & S., April 22
 Numanita, Japan, B. & S., April 22
 Tydens, Japan, B. & S., April 23
 China, Japan, B. & S., April 24
 Banca, Singapore, P. & O., April 24
 Lightning, Singapore, J. M. & Co., April 24
 Claverburn, New York, S. T. & Co., April 25
 P. E. Friedrich, Japan, M. & Co., April 25
 Roon, Colombo, W. & Co., April 26
 Emp of Japan, Vancouver, C. P. R. Co., May 1
 Suis ng, Calcutta, J. M. & Co., May 2
 Arabia, Portland, P. & A. Co., May 3
 P. Sigismund, Sydney, M. & Co., May 8

Hongkong & Whampoa Dock Return.

Vo Sang, at Kowloon Lock.
 Kongnam, " " " "
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Post Office.

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Hoihow and Hongay—Per Phuyen, 21st April, 9 A.M.
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Amoy and Manila—Per Rubi, 21st April, 3 P.M.
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Bangkok—Per Phooladara, 22nd April, 9 A.M.
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Hoihow and Bangkok—Per Paklat, 22nd April, 9 A.M.
Chiao—Per Lennox, 22nd April, 10 A.M.
Europe, &c., India via Tuticorin—Per Simla, 22nd April, 11 A.M.
Macao—Per Heungshan, 22nd April, 12.15 A.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Taiyuan, 22nd April, 3 P.M.
Shanghai, Straits and Rangoon—Per Pundua, 22nd April, 3 P.M.
Swatow, Chefoo and Tientsin—Per Wosang, 22nd April, 3 P.M.
Macao—Per Heungshan, 24th April, 9 A.M.
Manila, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Fremont, 25th April, 11 A.M.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	10	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	10	10,500	Captain R. Nelson Ommannoy	Hongkong
Astrak	cruiser, 2nd class	4,365	10	7,000	Captain Lionel G. Tuftell	Yangtze
Bonaventure	battleship, 1st class	4,365	10	7,000	Captain H. H. Torlesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegnan	Mitsui Bay
Cherub	water tank and tug	390	—	300	—	Hongkong
Diadem	cruiser, 1st class	11,000	10	10,500	—	en route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	10	13,500	Captain Hon. Stopford	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Captain E. F. B. Charlton	Hongkong
Hecla	special service torpedo	6,400	—	2,400	Lieut. P. M. Riadore	Hongkong
Hogue	cruiser, 1st class	12,000	14	24,000	Captain William B. Fawcner	Singapore
Humber	storeship	1,640	—	800	Reserve	Hongkong
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander F. B. Noble	West River
Kinsla	river gunboat	85	4	1,200	Captain T. G. Greet	Hongkong
Mooreen	river gunboat	180	2	800	Reserve	Hongkong
Ocean	battleship, 1st class	12,950	10	13,500	Commander C. E. Monro	Surveying
Ranger	torpedo boat destroyer	350	6	6,300	Lieut.-Commander Robert E. Vaughan	West River
Robin	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sandpiper	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Sirius	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtze
Solape	torpedo boat destroyer	280	6	3,900	Reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	24,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,650	—	800	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,950	10	13,500	Captain Leslie Stuart, C.M.G.	On way to S'pon
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander R. W. Glenie	Hongkong
Waterwitch	surveying ship	620	4	450	Lieut.-Commander C. E. L. Thomas	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander Hugh Somerville	Yangtze
Woodcock	river gunboat	150	2	550	Lieut.-Commander Jno. F. Knox	Yangtze
Woodlark	river gunboat	150	2	550	—	—

MAILS FOR CANTON, SAMSHUI, WUCHOW AND MACAO.

Will be closed on week days at 7.30 every morning. On Sundays the mail for Canton will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtau, Sanbu, Koonmoon, Kuntchok, Samshui, Wuchow, and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

VISITORS AT THE HOTELS.

HONGKONG.

Addie, R. J.
Auslan, W. Mc.
Battle, J. M.
Benham, U.S.A. Maj.
Benham, U.S.A. Maj.
Besler, C.
Bingham, Mr. & Mrs.
T. E. and child.
Birbeck, R. J.
Bissell, W. S.
Bisney, S. J.
Blair, D. K.
Boyd, Mr. and Mrs.
and infant.
Bonner, E. A.
Bornard, M.
Borthwick, Mrs. R. W.
and child.
Broughall, L.
Buck, Hart.
Callender, W. S.
Carson, Mrs. E.
Cartwright, S. W.
Clark, Hon. Dr. Francis.
Clark, T.
Cunningham, G.
Davidson, R. W. Camp.
bell.
Davies, F. G.
Davies, Mr. J. T.
Deacon, F. B.
Douglas, Capt. & Mrs.
Downing, Mr. and Mrs.
T. C.
Edwards, G. H.
Elmore, F.
Felous, C. P.
Felham, Mr. and Mrs.
W. A.
Frecker, E. H.
Gillon, E. C.
Glover, C.
Gove, Capt. A. E.
Grant, A. W.
Gray, H. C.
Gray, Capt. J.
Hall, U.S.A. Lt. H. H.
Haly, T. C.
Hanon, J.
Harding, R.
Hurst, R.N., Engineer.
Capt.

CRAIGIEBURN.

Burnett, H. J. O.
Dann, G. H.
Franklin, C.
Gaskell, Mr. and Mrs.
Marrell, G. E.
Nicholls, E. A.
Riadore, R.N., Lieut.
Commander & Mrs.
and children.

OCCIDENTAL.

Andrews, Mrs. and Lowe, Mr. and Mrs. J.
family.
Chandler, Lieut.
Fisher, Mr.
Garnell, Mrs. H. J.
Gerard, Capt. J. C.
Hallen, Dr. J. d.
Hollinger, Dr.
Hully, Major M. R.
Kent, Dr. F.
Kerchoven, Mrs. and Schlackier, Mrs. Capt.
daughter.
Krill, Mr.
Krubbe, Capt.
Lossier, Mr. and Mrs. Winter, J. R.

PEAK.

Aucott, E. F.
Atkinson, R. D.
Beattie, J. M.
Bentley, M. P.
Bentley, M. P.
Bunney, Col. and Mrs.
F. W. and children.
Chichester, Major and Mrs.
Mrs. A. G.
Courtesy, G.
Dixon, Mr.
Dymock, Lieut. A.
Fitzwilliams, Capt.
Gales, Capt.
Grant, A. R.
Grone, Dr. and Mrs.
Hallingworth, Mr. and Mrs.
Mrs.
Harker, B. Brotherton.
Hassan, Mr. and Mrs.
Haynes, Col.
Hazelard, F. A.
Helgaun, A.
Hett, Mr. and Mrs.
W. A. T.
Hudg, Dr.
Jeffrey, H. U.
Joseph, Mr. and Mrs.
Isaiah, Major C. L.
Kays, Major and Mrs.
Lang, Mr.

KOWLOON.

Buxton, Lady H.
Carlick, Mr. and Mrs.
A. J.
Dinman, Mr. and Mrs.
Lewis.
Eustace, Bert.
Harriet, R.M.L., Capt.
and Mrs. Mackay.

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Murray-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
chéron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Argus	river gunboat	123	—	500	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Baionnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	Lieut. Huc	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comète	gunboat	525	4	438	Lieut. Merveilleux du Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Bale d'Along
Decidée	gunboat	645	10	1,000	Lieutenant L'Eost	Kwang-chow-wan
Descartes	cruiser	3,985	14	5,500	Commander Amet	Bale d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coloni	Haiphong
Grande	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Guichen	protected cruiser	—	—	—	—	Saigon
Henri Dord	armoured cruiser	9,376	7	20,200	Capt. Ridoux	Bale d'Along
Juri Rivière	river gunboat	—	—	—	Lieut. Portier	Haiphong
Lequin	river gunboat	200	6	308	Lieut. Corlour	Haiphong
Velles	destroyer	307	—	300	Commander Sagot-Duvaux	Haiphong
Sersaint	cruiser	1,250	7	2,200	Commander Simon	Chemulpo & S'hai
Yne	sub-marine	—	—	—	Armbruster	Saigon
Yne	armoured cruiser	9,700	12	19,600	Capt. Duval	Bale d'Along
Yne	destroyer	307	—	6,300	Lieut. Prat	Saigon
Yne	river gunboat	—	—	—	Lieut. Grollier	Haiphong
Yne	gunboat	—	—	—	Lieut. Lavie	Chungking
Yne	destroyer	307	7	6,300	Lieut. de Reinach-Werth	Tongku
Yne	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Yne	battleship, reserve	9,437	8	6,671	Commodore C. P. M. Poidou	Saigon
Yne	destroyer	—	—	—	Lieut. Leball	Saigon
Yne	armoured gunboat	1,796	10	1,700	Capt. Dupriez	Haiphong
Yne	armoured cruiser	10,014	38	20,000	Capt. Guibert	Bale d'Along
Yne	gunboat	629	2	900	Lieut. Roque	Bale d'Along
Yne	river gunboat	—	—	—	—	Upper Yangtse
Yne	destroyer	250	6	—	Capt. Terquem	Saigon
Yne	battleship, reserve	6,150	23	4,560	—	Saigon
Yne	river gunboat	123	7	500	Lieut. Brugnon	Canton

